

Rehearing of "Nonscheduled" Case Is Urged by Wallace

Secretary of Commerce Wallace, in a statement recently filed with the Civil Aeronautics Board, urged the Board to set aside its decision in the investigation of nonscheduled air services and to reopen the proceeding upon which that decision was based.

The head of the Department of Commerce also urged the Board to set further hearings after sufficient time has elapsed to permit close study of reports now being filed by nonscheduled carriers.

The Secretary's statement also set forth the proposal that the Board "reconsider the economic wisdom of closing and restricting entry at this state of the development of other than fully scheduled air transportation."

Reporting System—In addition, Secretary Wallace proposed that "a recurrent reporting system for nonscheduled carriers be established as soon as practicable, to the end that adequate and current factual data regarding their operations may be continuously available."

The Secretary declared his purpose in filing the statement commenting upon the Board's decision of May 17, 1946, in Docket No. 1501, was "to point out the serious implications of the Board's action to close and to regulate entry of nonsubsidized air carriers who seek to supply the public with a variety of common carrier services supplemental to those provided by certificated scheduled air carriers."

His statement continued with the assertion that the primary function of the Department of Commerce in the field of transportation, as in all other fields of economic activity, is promotion of the nation's commerce and industry.

Department's Objective—"To this end," the Secretary declared, "it is the Department's objective to encourage and promote, in every way possible, a transportation system adequate to meet all needs of commerce at the lowest feasible aggregate cost to the public. A related objective is the promotion of transportation as an industry so that it may make its fullest contribution to a high level of employment, income and new business opportunities."

"The Department favors no one form of transportation as against another, and no one type of air carrier as against another. Its sole objectives are to assure the full development of adequate, efficient and nondiscriminatory transportation services and to work toward the removal of any public or private policies which would retard or hinder such develop-

ment or which constitute bottlenecks to progress toward these ends."

Important Conditions—The Secretary then outlined, in specific form, conditions in which the Department is interested and which it considers "indispensable to the fullest economic growth of the so-called nonscheduled air transportation services."

That outline of conditions follows:

"1. That the fullest opportunity is provided for private capital to enter any field of air carrier service other than scheduled service and to accept the risks of developing the full potentialities of serving the public at a profit.

"2. That the air carrier services not enjoying air-mail payments from the Government be permitted to develop under free competitive impulses and conditions, until the facts show what the volume of profitable services may be, what varieties of services

(See page 118)

Federal Airport Act Hearings

Hearings on the proposed rules and regulations for the administration of the Federal Airport Act will be held in the Department of Commerce Auditorium, during the week beginning October 28. Representatives of states, municipalities and other political divisions interested in obtaining federal aid for airport construction have been invited by T. P. Wright, Administrator of Civil Aeronautics.

The proposed draft of the rules and regulations were made available in the Federal Register. Copies of the Federal Register containing the proposed regulations may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for 15¢ per copy.

Caribbean Meeting Opened by Burden With Unity Plea

Representatives of 21 nations met in Washington this month to map additional measures to insure safe and speedy air travel through the Caribbean area.

The Caribbean Regional Air Navigation Meeting was the third in a series of regional meetings being convened by PICAQ, the Provisional International Civil Aviation Organization. It will be followed by a Middle East Meeting in Cairo during October.

Charles I. Stanton, Deputy Administrator of Civil Aeronautics, was the U. S. delegate, and he was also elected as chairman of the meeting.

Burden Opens Session—The opening session, a colorful gathering in the Pan American Union Building, was keyed by William A. M. Burden, Assistant Secretary of Commerce.

"We all have hopes," Mr. Burden told the 200 delegates and observers, "that air transportation will provide that necessary link between the peoples of different countries throughout the world which will permit the ready exchange of ideas and which will tend to break down the barriers which in the past have stood in the way of world peace. The part which meetings such as this play in working out the technical arrangements required for world-wide air transportation is indeed most vital."

"Without adequate air navigation facilities and systems to serve the international air arteries of the world, international air transportation cannot exist. Conversely, if we can provide adequate communications, meteorological, air traffic control and other aids, as well as suitable aerodromes and safeguarding search and rescue services on a uniform basis employing uniform techniques and equipment throughout the world, then the technical barriers to full utilization of international air transportation are removed and all of the good that will result becomes possible."

Problems Are Complex—"The Caribbean area presents many complex and urgent problems in meeting the air navigation requirements of international civil aviation in the region. There are over twenty countries having a vital interest in civil aviation activities within this area. A substantial number of

(See Caribbean Meeting page 114)

New Air Routes Are Authorized By CAB in Pacific Case Ruling

Establishment of new air routes to serve Alaska, the Orient and Australia is announced by the Civil Aeronautics Board in its decision of the so-called Pacific Case. The action of the Board has been approved by the President.

The decision authorizes two routes to the Orient, one via the Great Circle route across the North Pacific into Tokyo, Seoul, Shanghai, and Manila, and the other across the Central Pacific via Honolulu, Midway, Tokyo, Shanghai, and Hong Kong. The northern route will be operated via the Seattle gateway as well as via the Chicago-Minneapolis-St. Paul gateway which also includes New York as a co-terminal point.

Co-terminal Points—San Francisco and Los Angeles have been designated as co-terminal points on the Central route. This had the effect of also establishing two new routes to Alaska, one from Seattle and one from the Chicago gateway, as well as intra-Alaskan service from Juneau to Anchorage.

Northwest Airlines, Inc., was authorized to operate over the Great Circle route via the North Pacific from both the Chicago and Seattle gateways. Authorization was given to Northwest to operate from the co-terminal points New York and Chicago via Edmonton, Canada, to Anchorage, Alaska, and from the terminal point Seattle to Anchorage, and thence beyond Anchorage to Tokyo, Shanghai, and points in Manchuria and eastern China to Manila.

Pan American Airways was authorized to extend its Central Pacific route from Midway Island to Tokyo, Shanghai, and Hong Kong and from Manila to Saigon, Singapore, and Batavia, and was granted the right to operate from Honolulu to Wake Island direct. Pan American's present certificate on its Central Pacific route was further amended extending it from Hong Kong via Saigon, French Indo-China, Bangkok, Siam, and Rangoon, Burma, to Calcutta, where connections will be made with Pan American's North Atlantic route.

South Pacific Route Extended—Pan American was also authorized to extend its South Pacific route from Noumea, New Caledonia, to Sydney, Australia. Further permission was granted consolidating the existing Pan American U. S.-Alaska routes into one route, designating Seattle and Fairbanks as terminal points and Ketchikan, Juneau, Whitehorse, Burwash Landing and Tanacross as intermediate points.

By authorizing Northwest to operate between the United States and the Orient, the Board also created new routes between Seattle and Anchorage and between New York and Chicago and Anchorage. In establishing these routes to Alaska from the United States the Board recognized the traffic needs of Alaska and indicated that if the combined services of Pan American's existing U. S.-Alaska route and Northwest's newly authorized routes "do not meet the demands of the territory, the Board is not powerless to remedy the situation.

Powers of Act Cited—"Under sections 404 and 1002 of the Act we are in a position to compel adequacy of service. Further, since no international complications are involved, an additional carrier can be authorized at any time and the Board can and will act promptly if the existing service proves inadequate."

Intra-Alaskan service was also extended by amending the certificate of Pacific Northern Airlines, enabling that carrier to operate from Anchorage to Juneau via Cordova and Yakutat.

In addition to the new round-the-world route of Pan American, the Board permitted TWA to extend its North Atlantic route from Bombay, India, via Calcutta, Mandalay, Burma, Hanoi, French Indo-China, and Canton, China, to Shanghai, where con-

nections will be made with the newly authorized Pacific routes, thus establishing in effect a second U. S. flag round-the-world service.

Canadian Facilities—Western Air Lines, Inc., was authorized to extend its route No. 52 from Lethbridge, Canada, to Edmonton via Calgary, Canada, thus making possible connections with Northwest Airlines' Great Circle route to the Orient.

In its decision the Board stressed the prewar trade experience of the United States with the Orient indicating that in addition to such trade "air transportation will develop a measure of traffic which has not previously existed" and "will enlarge the travel market to the Far East."

In opening the historic "Northwest Passage" for the first time to commercial aviation, the Board mentioned the tremendous strides which have been made in that area in the art of air transportation, and pointed out that during the war it was demonstrated that flights over the polar route can be maintained with an operating performance of approximately 95 percent.

Chicago Natural Gateway—In the determination of gateways to Alaska and the Orient, the Board noted that "the data of record indicate quite clearly that a natural gateway to Alaskan and Oriental traffic in the United States is Chicago serving the Eastern and Central states. Seattle would serve the Northwest and the Rocky Mountain region, and San Francisco and Los Angeles would serve the Pacific states and the Southwest and also Mexico and Central America." Further, in establishing prime gateways in the Orient the Board took note of the historical position which Tokyo, Shanghai, and Manila have had in American commercial and economic history.

Although the Board did not feel that traffic presently required competing services on the Northern Pacific route, it did heed the different considerations which would afford competition between the Northern Pacific route and the Central Pacific route. In this regard, it noted that, in addition to the psychological advantages inherent from a passenger point of view in a Central Pacific routing, there also existed the fact of Hawaii's traffic generating possibilities and the need for available air travel between Hawaii and the Orient because of their community of interest.

Advantages Enjoyed by Seattle—In addition, the Board stated "it is true that the Seattle gateway to Tokyo has a distance advantage over the California gateways via Hawaii to Japan even for passengers coming from San Francisco and points in Southern California—a distance advantage that is increased, of course, for passengers coming from points east of the Mississippi. But so far as California traffic is concerned, this distance advantage is not too consequential, amounting to from 435 to 650 miles, depending upon the manner of the routing in the Aleutian Islands—a distance that today adds only two or three hours of flying to the trans-Pacific trip. And there are the other presently vital considerations, heretofore discussed, relating to the strong advantages of the Central Pacific route which tend to make this routing more attractive. It may thus be expected that the advantages possessed by the Central Pacific route will mean that California will remain the preponderant gateway for travel to and from the Orient for California and the southwest and that it will also continue to attract considerable traffic from and to points east of the Mississippi river."

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Secretary of Commerce

Civil Aeronautics Administration
T. P. Wright, Administrator

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Caribbean Meeting

(Continued from page 113)

these countries now operate air transport services within the region or expect to in the relatively near future. The network of routes needed to serve the region is as complex as are those in the most densely populated continental areas.

"The Caribbean area is one of the areas of the world where air transportation has many inherent advantages over surface means of transport. Because of difficulties in providing rapid surface transport, it is of great economic and social importance to the Caribbean nations that they be bound closely together by a fully adequate air transport service. Recognition of this fact is evidenced by the very substantial representation at this opening session of the Caribbean Air Navigation Meeting which will lay the technical foundation for this transport service.

"In addition to the several dozen scheduled airlines now operating or expecting to operate through this region, there are numerous nonscheduled or charter operators. The private pilot will fly more and more in the region to take advantage of the vacation as well as business benefits to be found. These and other factors combine to paint a picture of high density traffic over a complexity of routes. It is not a moment too soon to analyze the present and foreseeable air traffic problems in the Caribbean region and to plan for the necessary air navigation facilities."

Glen A. Gilbert, Consultant to the CAA Administrator, was alternate U. S. Delegate, and Paul A. Smith, Acting U. S. Representative to the PICA Interim Council, was ex-officio member of the U. S. delegation. Walker Percy, of CAA, acted in an international capacity as Secretary of the meeting.

Other U. S. participants in the meeting included Robert D. Hoyt of CAB, Chief Technical Adviser to the U. S. Delegation, with Jesse K. Fenno of CAB as his alternate; Clifford P. Burton of CAA as Technical Adviser on Air Traffic Control; James F. Angier of CAA, on Aerodromes, Air Routes and Ground Aids; L. Ross Hayes of CAA, on Communications; Delbert M. Little of the Weather Bureau, on Meteorology; Ray F. Nicholson of CAA, on Operations; William Wells, CAA, on Manuals.

Among U. S. people serving on the international secretariat with Mr. Percy were Claude H. Smith of CAA, Technical Secretary; F. J. Rhody, Jr., H. F. Hillis, Walter B. Swanson, George S. Clark, John A. Schuerger, Oliver M. Lewis, C. M. Sterling, Ward B. Marsden and Kenneth Keefe of CAA; Robert W. Craig and Francisco A. Colon of the Weather Bureau, as technical committee secretaries; and Raymond Nathan, of CAA, as assistant press officer.

CIVIL AERONAUTICS JOURNAL

Post Office Declares Helicopter Practical For Transporting Mail

Exhaustive tests have proven the practicality of the helicopter for the carriage of mail, the Post Office Department announced as a three-week experiment in the Los Angeles area was concluded.

The helicopter demonstrated that it can fly and carry mail through the summer fog of the Los Angeles area with a performance record at least as good as that of conventional aircraft, the Department stated.

Can Dodge Fog—The Department disclosed that upon the basis of data furnished by the Civil Aeronautics Board and the Weather Bureau, routes could be flown which would enable the helicopters to pick up and deliver mail on their early morning runs at such times as to avoid fog and still synchronize with carrier schedules. The Board and the Bureau are now preparing maps incorporating this information.

During the experiment Lockheed Airport at Burbank was the base of operations. From the beginning, it was understood that if approval were given to helicopter air mail service in the Los Angeles area, the Municipal Airport would be used.

Land on Post Office Roof—Two main routes were flown, one following the coast with Long Beach as its southern terminus, the other running inland to Santa Ana. A shuttle route between Lockheed and the Terminal Annex roof of the Los Angeles post office was also flown.

Shuttle Service Successful—The success of the shuttle service between downtown Los Angeles and the airport was one of the outstanding features of the experiment. The Department, in the event that helicopter service is adopted, would link the Terminal Annex with four other Los Angeles post office stations; Santa Monica and the airport with two morning and two afternoon flights. In addition, 12 direct flights between the Terminal Annex and the airport would be run daily.

Post office inspectors have surveyed all contemplated stops on all routes. With the relocation of electric power lines, helicopters could make pick-ups and deliveries on all the Government buildings involved. This would remove one of the difficulties encountered in the experiment when it became necessary to use landing areas at unreasonable distances from post offices.

Hourly Check Made—Post Office Department officials made an hour by hour check of the origin, destination and volume of air mail in all communities affected, as well as the practicability of the schedules tested and the cost of helicopter service. M. H. Ackerman, Post Office Inspector in Charge at Atlanta, Ga., directed the survey.

Just "Over the Fence"

For ninety days the air carrier Aeronaes de Mexico will be permitted to land its planes on the "United States side of the fence" at Nogales, Ariz.

The airport on the Mexican side of the border was made inoperative by heavy rains and the Civil Aeronautics Board, in a recent ruling, opened to Aeronaes the Nogales port, which is separated by a fence from the one on the Mexican side.

The Board said issuance of the temporary permit to Aeronaes is in the public interest as it provides landing facilities in an emergency, and pointed out the action is in line with the friendly relations which exist between Mexico and the United States. The Board noted, however, that "The issuance of this permit will not be recognized as constituting any basis for a future claim of permanent rights."

"Helipostman" Coming

Hearings on the application of Southwest Airways for a certificate to provide Los Angeles with helicopter service will be held, the Civil Aeronautics Board announces, on Sept. 18.

Board examiner Ferdinand D. Moran will conduct the proceedings at the Federal Building in Los Angeles.

The Post Office Department recently concluded tests in that city and has announced the practicability of helicopters for handling mail in congested areas was demonstrated.

Geisse Leaving CAA For Private Business

Resignation of John H. Geisse, Assistant to the Administrator for Personal Flying Development, is announced by T. P. Wright, Administrator of Civil Aeronautics.



John H. Geisse

thus continuing his work in the personal flying field which has extended over the past 18 years. In accepting his resignation, Mr. Wright expressed his regret at losing his services to the CAA, but emphasized that the rental of airplanes today is an important aspect of the increasing personal use of the airplane.

"It is gratifying that your services will be continued in the field of personal flying," Mr. Wright wrote to Mr. Geisse. "We are agreed that a large aviation industry can be built on the use of the private plane. Today we have 300,000 pilots and some 57,000 airplanes. Even though we are making 4,000 airplanes a month, we have some distance to go before catching up with the demand. Rented airplanes may be the answer to a great increase in private flying while we are building more and better planes for private users."

Mr. Geisse came to the CAA in 1934 when it was the Aeronautics Branch of the Department of Commerce. He has continuously advocated more emphasis on private flying as potentially the largest part of the aviation industry. He participated in the first efforts of the government to advance the development of the personal plane in 1934-35, and virtually all of his work with government has been in this field.

Coast and Geodetic Air Maps Are Put to Widespread Use

Contour maps, based on aerial photography, are being used by industry and government—federal, state and local—in selecting sites for industrial plants, housing projects, schools, highways and other activities. These maps, made by the U. S. Coast and Geodetic Survey of the Department of Commerce, might well be of valuable assistance in selecting locations for airports.

English Authority Praises Two CAA Books on Aviation

Unstinted praise for the two CAA publications, *PATH OF FLIGHT* and *REALM OF FLIGHT* is voiced by Major Oliver Stewart, internationally noted English aviation authority, in the August issue of "Aeronautics" one of the prominent English aviation periodicals.

The two books were written by George Sidney Stanton, of the CAA, and are sold by the Government Printing Office for forty and sixty cents respectively. Both are reaching record breaking proportions for sale of a government publication.

Major Stewart in his review said:

Technology Man's Servant—"The strength of the Americans lies in the fact that they treat scientific and technological advances irreverently. In Great Britain we are too inclined to look on these things as matters for hushed comment and adoration. Yet technology is simply there to serve the ordinary man if it is to be of any value. These two booklets illustrate the American attitude very well.

"They set out simply and concisely the facts of navigation and meteorology. They eschew high sounding technical terms and that irritating tendency of the British writer to imply that there is always much more to be said but that, of course, the ordinary reader would be incapable of understanding it.

"The consequence is that they provide perhaps the most sensible introduction to practical navigation and meteorology that has been produced for the personal aeroplane owner. It is to be presumed that they are not on sale in Great Britain and that the British Treasury will do everything in its power to prevent them from ever being on sale here.

England Needs Such—"For one thing there is the fear of allowing dollars to go out of the country and for another there is the fear of showing up the blathering incompetence of the publications branch of our own Ministry of Civil Aviation. AERONAUTICS, however, feels that a few copies might well be sent over to enable people here to know what can be done."

CAA Approved Flying Schools Show Big Gains in 7 Months

Post-war increase in private flying and flying training for veterans under the G. I. Bill of Rights are reflected in the more than two-fold increase in the number of Civil Aeronautics Administration approved flying schools in the first seven months of 1946.

On August 1 there were a total of 1,021 CAA approved ground and flying schools operating in the country in contrast to the 405 approved schools on the list at the first of the year.

During the month of July alone 188 new schools were approved by CAA while another 70 were given reapproval. A total of 616 new schools have been approved since the end of 1945.

Among the schools in the country there are 1,306 CAA ratings. Some schools hold two or more ratings for different kinds of flying. Broken down the ratings are as follows: 129, basic flying; 50, advanced flying; 637, primary flying; 166, commercial flying; 103, instrument flying; 221, flight instructor.

CAA statistics show the number of applications for approved schools of all kinds have been increasing steadily each month. No estimate has been given as to when the saturation point may be reached, since this depends on the number of veterans who desire to operate approved schools in the future, and the number who choose to take flight instruction.

CAA and CAB Releases

Copies of CAA releases may be obtained from the CAA Office of Aviation Information. CAB releases are obtainable from the Public Information Section of the Board. Both offices are in the Department of Commerce Building, Washington 25, D. C.

Administration

"CAA Asks Temporary Grounding of Constellations." July 24.

"Procedures Outlined for Non-Scheduled Operators." July 26.

"Koch, Lanter, Robertson, Rough Change CAA Jobs." August 5.

"CAA Lists Changes to be made on Constellations." August 3.

"Cole Resumes CAA Job as State Relations Head." August 11.

"CAA Announces State Portions of Airport Funds." August 8.

"CAA Sees Private Owners Finding New Jobs for Planes." August 20.

"Two 'Good Neighbor' Pilots Visit U. S. in New Flying Jobs." August 22.

"CAA Advises Engine Owners to Make Piston Pin Changes." August 22.

"CAA Approved Schools More Than Doubled Since Jan. 1." August 27.

"CAA Aviation Education Specialists now at Work in Regions." August 30.

"Geisse Resigns CAA to go into Private Business." August 23.

Board

Proposal to revise section 292.1 of Economic Regulations—time for filing of comments on pending proposal to revise extended to September 3, 1946. July 26.

Consolidation of routes—Northwest Airlines' existing certificates amended to permit consolidation of routes Nos. 3, 45, and 69 into one trans-continental route, No. 3. July 31.

Pacific Case—Board decision establishing new routes to Alaska, the Orient, and Australia. August 1.

Part 42 of CAR amended—to extend date for filing of applications for air carrier operating certificates from August 1, 1946 to September 15, 1946. August 1.

Statistics—operating revenue reports filed by 20 domestic air carriers, first 3 months of 1946. August 1.

Temporary foreign air carrier permit (90 days)—issued to Aeronevas de Mexico, S. A., to engage in foreign air transportation between Hermosillo, Sonora, Mexico, and Nogales, Arizona. August 8.

South Atlantic Route case—certificate issued to Pan American Airways, Inc., for 7-year period authorizing service between terminal point of New York, N. Y., and the co-terminal points Johannesburg and Capetown (Union of South Africa) via Azores, Dakar, Monrovia, Accra and Leopoldville; amended existing certificate to authorize Pan American to operate beyond Natal via Ascension Island and a point in West Africa to the same co-terminal points of Johannesburg and Capetown. August 16.

Statistics—mileage flown by the 20 domestic airlines for 5-month period ending May 31, 1946. August 19.

Airline Revenues Show Loss

The Civil Aeronautics Board announces that for the first three months of 1946 reports filed by the 20 domestic air carriers, including All American Aviation, Inc., Caribbean Atlantic Airlines and Hawaiian Airlines, indicate a loss from operations of \$4,332,831, as compared with net revenue of \$8,357,348 for the same period for last year.

Airport Funds Apportionment for Fiscal Year

Apportionments to the states of \$30,822,750 of the appropriation by Congress for airport construction and development under the Federal Airport Act for the fiscal year 1947 are announced by Charles B. Donaldson, Assistant Administrator for Airports.

The state apportionments, which must be equal by project sponsors, were determined by the ratio which state population and area bears to the total population and area of the United States. This formula is provided in the Act.

Territorial Allotments—Of the \$45,000,000 appropriated, \$1,740,000 is for projects in Alaska, Hawaii and Puerto Rico, leaving a total of \$43,260,000 for projects in the United States. Of that sum five percent is for administration and 25 percent of the remainder is set aside as a discretionary fund to be

available for construction, extent and kind to be determined by the Administrator of Civil Aeronautics. The total available for allocation among the states, therefore, is \$30,822,750.

Oct. 1 Application Date—Regulations governing individual project requests are now being prepared, and applications from project sponsors will be considered after October 1.

The accompanying table shows the apportionments for projects in the respective states under the area-population formula.

State Apportionments of Federal Airport Funds for Fiscal Year 1947

State	State Ratio to Total United States Population (1940 Census)			State Ratio to Total United States Land and Water Area			State Percentage and Apportionment of Authorized Funds		
	Population	Ratio %	Apportionment	Area	Ratio %	Apportionment	Ratio %	Apportionment	Rank
U.S. Totals	131,669,275	100.000000	\$15,411,375	3,096,751	100.000000	\$15,411,375	100.000000	\$30,822,750	
Ala.....	2,832,961	2.151573	331,587	52,169	1.684637	259,626	1.918105	591,213	20
Ariz.....	499,261	0.379178	58,437	113,909	3.678339	566,883	2.028758	625,320	16
Ark.....	1,949,387	1.480518	228,168	53,102	1.714765	264,269	1.597642	492,437	35
Calif.....	6,907,387	5.246013	808,483	158,762	5.126728	790,069	5.186370	1,598,582	3
Colo.....	1,123,296	0.853119	131,477	104,247	3.366335	518,799	2.109727	650,276	15
Conn.....	1,709,242	1.298133	200,060	5,582	0.180253	27,779	0.739193	227,839	44
Del.....	266,505	0.202405	31,193	2,407	0.077727	11,979	0.140066	43,172	49
D. C.....	663,091	0.503604	77,612	69	0.002228	343	0.252916	77,955	48
Fla.....	1,897,414	1.441045	222,085	60,295	1.947041	300,066	1.694043	522,151	32
Ga.....	3,123,723	2.372441	365,620	58,924	1.902768	293,243	2.137585	658,863	14
Idaho.....	524,873	0.398630	61,434	83,557	2.698215	415,832	1.548422	477,266	37
Ill.....	7,897,241	5.997786	924,341	57,926	1.870541	288,276	3.934163	1,212,617	5
Ind.....	3,427,796	2.603338	401,210	36,519	1.179268	181,741	1.891303	582,951	21
Iowa.....	2,538,268	1.927760	297,094	36,280	1.817389	280,085	1.872574	577,179	22
Kans.....	1,801,028	1.367842	210,803	82,276	2.656849	409,457	2.012346	620,260	18
Ky.....	2,845,627	2.161193	333,070	40,395	1.304432	201,031	1.732813	534,101	28
La.....	2,363,880	1.795316	276,083	49,539	1.599709	246,537	1.697513	523,220	31
Me.....	847,226	0.643450	99,164	34,317	1.108161	170,783	0.875805	269,947	43
Md.....	1,821,241	1.383196	213,170	12,303	0.397287	61,227	0.890241	274,397	42
Mass.....	4,316,722	3.278457	505,255	9,216	0.297602	45,865	1.788030	551,120	26
Mich.....	5,256,106	3.991900	615,207	96,791	3.125566	481,693	3.558733	1,096,900	6
Minn.....	2,792,300	2.120692	326,828	86,280	2.786146	429,383	2.453419	756,211	10
Miss.....	2,183,796	1.658546	255,605	48,272	1.558795	240,232	1.608671	495,837	34
Mo.....	3,784,664	2.874372	442,980	69,674	2.249006	346,741	2.562139	780,721	9
Mont.....	559,456	0.424805	65,482	147,138	4.751367	752,521	2.588131	797,733	8
Nebr.....	1,315,834	0.999348	154,013	77,237	2.494130	384,380	1.746739	538,393	27
Nev.....	110,247	0.083730	12,904	110,540	3.569548	550,115	1.826639	563,019	23
N. H.....	491,524	0.373302	57,531	9,304	0.300444	46,303	0.336873	103,834	45
N. J.....	4,160,165	3.159556	486,931	8,220	0.265439	40,908	1.712497	527,839	29
N. M.....	531,818	0.403904	62,247	121,666	3.928827	605,488	2.166365	667,735	13
N. Y.....	13,479,142	10.237120	1,577,681	53,952	1.742213	268,499	5.989666	1,846,180	2
N. C.....	3,571,623	2.712571	418,044	52,712	1.702171	262,328	2.207371	680,372	12
N. D.....	641,935	0.487536	75,136	70,665	2.281908	351,673	1.384722	426,809	39
Ohio.....	6,907,612	5.246184	808,509	44,679	1.442770	222,351	3.044477	1,030,860	7
Okl.....	2,336,434	1.774472	273,471	69,919	2.257818	347,961	2.016445	621,432	17
Ore.....	1,089,684	0.827592	127,543	97,029	3.133252	482,877	1.980422	610,420	19
Penn.....	9,900,180	7.518975	1,158,779	46,068	1.487024	229,263	4.503239	1,388,042	4
R. I.....	713,346	0.541771	83,494	1,228	0.039654	6,111	0.290713	89,605	47
S. C.....	1,899,804	1.442861	222,365	31,193	1.007281	155,236	1.225071	377,601	40
S. D.....	642,961	0.488315	75,256	77,047	2.487995	383,434	1.488155	458,690	38
Tenn.....	2,915,841	2.214519	341,288	42,246	1.364204	210,243	1.789361	551,531	25
Tex.....	6,414,824	4.871922	750,830	267,346	8.633113	1,330,481	6.752518	2,081,311	1
Utah.....	550,310	0.417949	64,412	84,916	2.742100	422,595	1.580025	487,007	36
Vt.....	359,231	0.272828	42,047	9,609	0.310293	47,820	0.291560	89,867	46
Va.....	2,677,773	2.035711	313,423	42,326	1.366787	210,641	1.700249	524,064	30
Wash.....	1,736,191	1.318600	203,214	70,589	2.279453	351,295	1.799027	554,509	24
W. Va.....	1,901,974	1.444509	222,619	24,181	0.780851	120,340	1.112680	342,959	41
Wis.....	3,137,587	2.382930	367,242	66,216	2.138241	329,532	2.260586	696,774	11
Wyo.....	250,742	0.190433	29,348	97,914	3.161830	487,281	1.676132	516,629	33

Federal Aid Airport Program Appropriation—Fiscal year 1947..... \$45,000,000
For projects in Alaska, Hawaii and Puerto Rico..... 1,740,000

Net total for projects in the United States..... \$43,260,000

Administrative Expenses, 5%..... \$2,163,000
Discretionary Fund, 25% of balance..... 10,274,250*

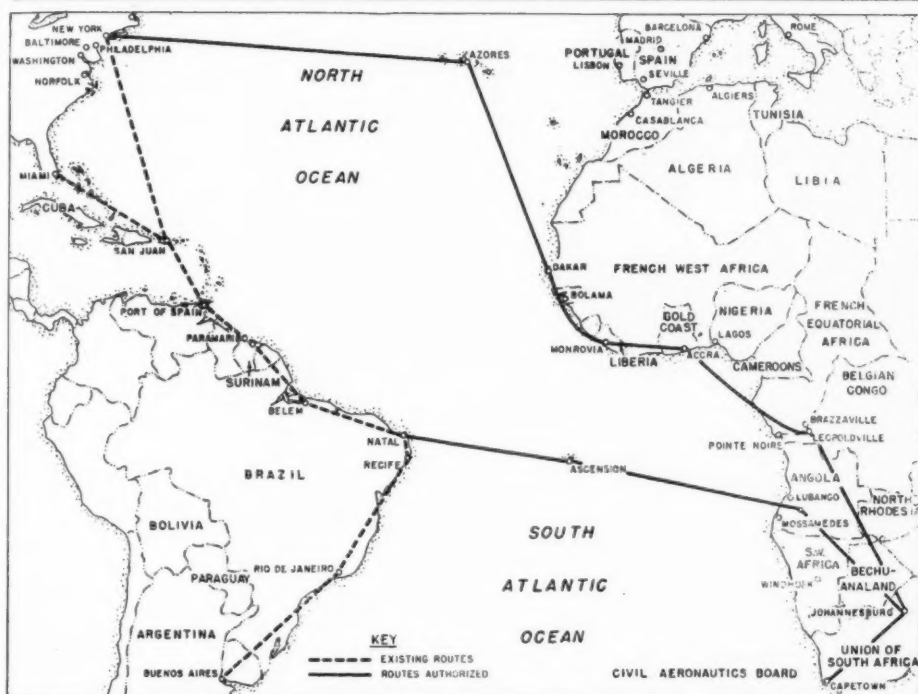
12,437,250

For apportionment for projects in the States according to Population Ratio..... \$15,411,375
For apportionment for projects in the States according to Land and Water Area Ratio..... 15,411,375

\$30,822,750

* Available for distribution as determined by the Administrator, C. A. A.

Pan American's New South Atlantic Route



The Civil Aeronautics Board has issued a certificate to Pan American Airways, for seven years, authorizing service between the terminal point New York City, and the co-terminal points Johannesburg and Capetown (Union of South Africa) via the Azores, Dakar, Monrovia, Accra and Leopoldville.

In addition, an existing certificate of Pan American was amended, authorizing the airline to operate on a 7-year basis beyond Natal via Ascension Island and a point in West Africa to the same co-terminal points of Johannesburg and Capetown.

These actions were taken following announcement by the Board that the President had approved its decision in the so-called South Atlantic Route Case.

Provides Direct Communication—The route to South Africa via the Azores and West Africa provides a direct link for the first time between the points named and the United States. In establishing such service, the Board stressed the increasing importance of the Union of South Africa and the Belgian Congo in United States foreign trade.

It was particularly pointed out that "the Union of South Africa comprises an outstanding opportunity for the development of foreign commerce of the United States. To take full advantage of this opportunity it will be necessary to provide facilities which will permit the movement of agents, salesmen, buyers, businessmen, mail, cargo, and the many other interchanges which are required if a thriving business in a foreign country is to be pursued.

Need for Direct Air Service—"It is, of course, necessary that any such exchange of persons, mail and property between the United States and the Union of South Africa can take place in a time fairly comparable to that in which persons can travel between European points and the Union of South Africa if we are to have anything like an equal opportunity to trade actively with that part of the world. The attainment of this objective is possible only through the establishment of direct air service between the United States and the Union of South Africa."

The determination to certify an additional route across the South Atlantic took into consideration national defense. Ascension Island, during the last war, was developed at great expense by the United States and proved its value as an alternate route to the European, Mediterranean and Middle Eastern theatres of war. In this regard, the Board noted that "under our Congressional mandate the national defense is an explicit objective to be attained in the establishment of an international route pattern. The record shows Ascension Island has an active history of vital use in this respect and that in terms of hemispheric defense, its utility as a base is significant."

National Defense vs. Economy—In reaching its decision the Board was fully aware that this additional route represented an item of some cost but felt "it important on grounds of national defense to maintain a connecting link across the South Atlantic." These considerations were advanced by the governmental agencies principally concerned with military and naval planning and the CAB felt that "their interpretation of 'national defense'—an objective that under the Act we must heed—weighs heavily as against economy of operation."

In designating Pan American Airways as the carrier, the Board pointed out that it was in a better position than any other applicant to render the services at the lowest cost. Were another carrier to be granted either of the routes, it would entail public expense far in excess of that contemplated, requiring that carrier to establish new bases. It would create, further, traffic diversions upon routes presently certificated in the same or adjacent areas, without a concomitant traffic potential.

Manual 50 on Sale

The revised edition of Airman Agency Certificates (CAA Manual 50) dated May 15, 1946, is now available at 15 cents a copy from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Manual 50 details the requirements which ground and flying schools must meet to receive CAA approval.

3 Northwest Routes Consolidated by Board; Faster Schedule Seen

Northwest Airlines' three routes, Nos. 3, 45 and 69, have been consolidated by the Civil Aeronautics Board into one transcontinental route (No. 3) extending from Seattle and Portland to New York City.

Consolidation of the routes will permit through service between various points on the new route 3, thus eliminating delays at junction points of the previous separate routes. Northwest will also have to file but one report with the Post Office Department for the payment of mail compensation instead of three reports for three separate routes. This will result in clerical and administrative savings which the carrier will be able to transmit to the public by providing more economical service at lower cost, the Board said.

A segment of route 3 runs from Fargo, N. Dak., via Grand Forks to Winnipeg, Canada. To separate Northwest's international air services from its domestic services, the Board severed the Grand Forks to Winnipeg from the newly consolidated route. This, the Board said, will facilitate future changes in Northwest's domestic route pattern.

The Board also authorized Northwest to operate through air service between Butte, Mont., and Portland, Ore., thus enabling the carrier to provide more direct and shorter service connecting Portland with the eastern cities on its route.

Under the old set-up, Northwest provided service between Chicago and Portland on route 3; Minneapolis-St. Paul and Duluth-Superior on route 45, and Minneapolis-St. Paul and New York-Newark on route 69.

July Output of 3,452 Planes 1% Below June Production

For the first time this year, airplane production failed to increase over the previous month. The airplane industry shipped 3,452 planes valued at \$20,856,000 in July. These shipments represent a slight decline (1%) from the 3,489 planes shipped in June. However, value dropped 36% below the \$32,440,000 registered the previous month.

Civil Plane Production—Civil airplane production amounted to 3,388 planes with a valuation of \$10,541,000—a 1% decline in numbers but a 50% drop in value. Personal plane producers virtually maintained their June rate. Combined output of 2, 3 and 4-place models came to 3,358 planes against 3,380 in June. Shipments of executive, feeder, and airline transport models showed a further decline from 49 in June to 30 in July, due to model changeovers.

The July 1946 civil plane shipment figures follow:

	July	June
Total	3,388	3,429
By number of places:		
2-place	3,087	3,202
3 and 4-place	271	178
Over 4-place	30	49
By number of engines		
1-engine	3,363	3,381
Multi-engine	25	48
By total rated hp (all engines):		
1-74 hp	1,915	2,147
75-99 hp	1,076	1,042
100-399 hp	366	191
Over 399 hp	31	49

Military Plane Production—During July, military airplane shipments (excluding experimental and special purpose aircraft) increased 7%, from 60 to 64 planes. However, the value of shipments fell 9%, from \$11,387,000 to \$10,315,000. Despite this decline, military shipments accounted for half the combined value of civil and military plane production during July.

Nonscheduled Case Rehearing Urged

(Continued from page 113)

and routes may be needed, what the ultimate effect upon the certificated services and the level of Government airmail payments may be, and whether complaints of discriminatory rates and services and excessive charges arise from shippers and other public groups.

"3. That the maximum opportunity be left open for new small businesses in this field where veterans and others with dynamic qualities of leadership and the know-how still have a chance to make good in view of low capital and organization costs of establishing a nonscheduled air service."

Possibilities Viewed—Secretary Wallace gave expression to the Department's belief that, in this comparatively new field of air transportation, the newer branches of the industry have by no means reached a stage of maturity in development. "On the contrary," he stated, "in the Department's view, much remains to be learned by all parties through continued vigorous experimentation and development of nonscheduled air services and through a fully competitive organization of that branch of the industry without closed or regulated entry but with all regulations essential to promotion of safe operations."

The basic issue raised by the Board's decision in its Investigation of Nonscheduled Air Services was declared by the Secretary to be "whether or not the public interest requires the imposition of economic regulation, including the requirement of certificates of public convenience and necessity, upon those types of common carrier air services which until recently have been established under a liberal interpretation of Section 292.1 of the Board's Economic Regulations."

The term "nonscheduled services," Secretary Wallace stated, has been defined so broadly by the CAB in the past as to permit any operation, except fully scheduled operations, without proving that the public convenience and necessity required their services.

Effect in the Past—Under that broad interpretation, the Secretary indicated, "the present nonscheduled operators of all types were officially and lawfully invited for almost 8 years to establish nonscheduled services."

"That such freedom of entry into fields not served by the 27 domestic scheduled airlines participating in carrying air mail was granted is obvious from the wording of the Board's exemption order of December 7, 1938."

Secretary Wallace placed emphasis upon the following portion of that order: "Within the meaning of this regulation, any operation shall be deemed to be nonscheduled if the air carrier does not hold out to the public by advertisement or otherwise that it will operate one or more airplanes between any designated points regularly or with a reasonable degree of regularity * * *."

The key tests of nonscheduled services within the meaning of that exemption, as set forth in the statement presented to the Board, are: (1) whether the common carrier by air holds out to the public by advertisement or otherwise and (2) operations between any designated points regularly or with a reasonable degree of regularity.

"If a common carrier did not do these things," it is stated, "his operation was nonscheduled and exempt from the certificate requirement. Nowhere did the Board's exemption order explain to the prospective nonscheduled operator the Board's intended meaning of 'otherwise' in connection with its offer of service to the public. Likewise, the specific tests intended by the Board of 'regularly' or 'with a reasonable degree of regularity' were nowhere stated or explained by the Board. While the Board no doubt had in mind some

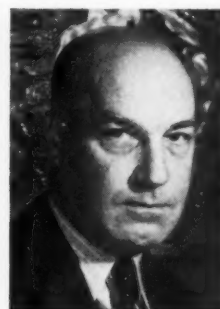
Four-way CAA Job Shifts Announced



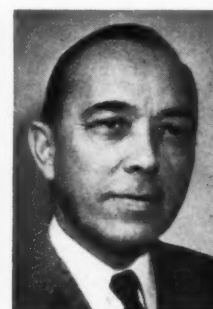
A. S. Koch



Fred M. Lanter



W. B. Robertson



Howard Rough

Reassignments of top personnel have been announced by the Civil Aeronautics Administration, becoming effective Sept. 1.

A. S. Koch, Assistant Administrator for Field Operations, has become Assistant Administrator for Safety Regulation, a post he held before the war.

He replaces Fred M. Lanter, who has become Regional Administrator at Atlanta, directing all CAA activities in North Carolina, Tennessee, South Carolina, Georgia, Alabama, Mississippi and Florida.

The former Regional Administrator at Atlanta, William B. Robertson, has taken over Mr. Koch's duties in connection with Foreign and International Operations, while Howard Rough has become Assistant Administrator for Domestic Field Operations. Mr. Rough performed similar tasks before the war as Regional Manager at Large, and has been an Assistant to the Administrator since his return from military service. He and Mr. Robertson will have the rank of Assistant Administrator.

specific meaning for these key words or phrases, for years the interpretation in particular cases of the meaning of nonscheduled services was left to the prospective operator."

"Indefinitely Worded"—The fact that the "indefinitely worded tests" were interpreted as permitting a large variety of nonscheduled carrier services, the Secretary stressed, is amply demonstrated by the several hundred new entrants, financed by private capital, who entered the field under the exemption order both before and after V-J Day.

"The Board should not now threaten by cease and desist orders the continuance of businesses already inaugurated, or deny the public the right to continue to enjoy fully the nonscheduled services offered so long as travelers and shippers are willing to pay for such services," it is emphasized in the communication to the Board.

The practical effect of the Board's new definition and interpretation of nonscheduled service, taken together with the proposed new regulation and concurrent decisions, is "to so narrow the meaning of the term 'nonscheduled' as to exclude from the exemption order, effective June 15, 1946, most of the several hundred air carriers now operating under the order," the Secretary stated.

The Secretary's statement contains these summarizing paragraphs:

"The Board already has acted to close free entry into a wide range of common carrier services other than fully scheduled services originally established with air-mail payments. Its proposed regulation circulated for comment only further limits the Board's already restrictive definition of exempt nonscheduled services. While the number-of-trips limitation proposed is important in itself, the question of far greater public importance is whether there is economic wisdom, all factors considered, in the action already taken by the Board in closing entry and in classifying as unlawful the numerous existing operations which will not be able to qualify as nonscheduled under the Board's restrictive definition.

Position Indicated—"It is the strong view of the Department that the Board's actions to close entry in the manner described was taken without a full and complete hearing to develop the facts as to the nonscheduled services now being rendered; the economic characteristics of nonscheduled operations; whether discriminatory rates and practices injuring the public exist; whether these services do in fact injure the Government's financial interest in the scheduled airlines receiving air-mail compensation; if so, whether or not the harm to established airlines overbalances the benefits to the development of cargo and short-haul passenger carriage by air; and whether the scheduled airlines have shown an active interest in using their unquestioned authority to provide the many types of air services other than fully scheduled services.

"Finally, the Department believes that a fundamental distinction must be made between scheduled airlines receiving air-mail compensation, with assurance of sufficient returns, and nonscheduled airlines standing on their own feet at the risk of private capital, and the Department is not convinced that this distinction has received sufficient attention by the Board in its decision to close entry and to restrict competition between fully scheduled airlines and those inaugurating operations under the Board's original exemption order."

Concluding Points—The Secretary concluded his presentation by offering the following statements in support of the actions he urged the Board to take, with each of the statements being extensively discussed:

"The Board is under no legal compulsion to close entry by restricting its exemption order and to restrict nonscheduled services.

"The Board's action threatens continuance of existing nonscheduled operations and establishing of new nonscheduled operations.

"The public interest does not require economic regulation of common carriers rendering other than fully scheduled services."

Low Altitude Fliers.

Added to the list of pilots who lost their lives or were seriously injured because they could not resist performing for a ground audience, are two student pilots, one with 20 minutes solo time and the other with about 8 hours. They stalled in low flying and crashed.

Student Pilot John Welsh Ille, 17, Augusta, Ga., was on his second solo flight, the first consisting of 20 minutes ten days prior to the accident. After receiving a check ride and instructions to practice take-offs and landings, he took off solo and headed southwest. About one-half hour later the plane was observed flying low over the town of Hephzibah. Following a circle and two or three steep turns just above tree-top level the plane was stalled and dived to the ground. It struck at an angle of approximately 20° from the horizontal, slid about 15 feet and came to rest with the nose in a drainage ditch adjacent to a highway. Ille was seriously injured.

Student Pilot John Coady Mitchell, 31, of Westchester, Ill., was killed when he crashed near Albia, Iowa. He took off solo from the Centerville Airport for the stated purpose of making a practice flight. About an hour later he was seen flying low near the homes of relatives at Albia. While at an estimated altitude of 50 to 100 feet, in a tight left turn over the home of an uncle, he stalled the plane "over the top", that is, in a direction opposite that of the turn, and the plane plunged to earth striking on its nose and right wing tip. Mitchell had very little flight experience in the type of aircraft involved.

Didn't See Each Other—Lack of vigilance on the part of the pilots is given by the Board as the probable cause of a mid-air collision between Eastern Air Lines' Flight 45 and an Army aircraft near Florence, S. C., July 12, 1945. One occupant of the EAL plane and two crew members of the Army plane were killed. The Army pilot, Lt. Stephen G. Jones, successfully bailed out at 900 feet.

Flight 45, en route from Boston to Miami, had deviated from the airway to avoid the heavy military traffic close to the Florence Army Air Field. Pointing out that military aircraft still had to fly through the region which Capt. G. D. Davis, pilot on the flight, chose in deviating from the airway, in order to reach the restricted practice area northwest of Florence, the Board said the airline pilot should have conducted this portion of his flight with more than ordinary vigilance.

The Army pilot was practicing maneuvers about 15 or 20 miles from the Florence field in an area not reserved for such practice, and had no reason to expect that no other traffic would be present within that area.

When the pilots saw each other, about one second before impact, the EAL plane was maintaining a straight course, and the Army plane had just rolled out of a prolonged turn and was headed directly toward the left side of the airliner. Had the pilots been alert, the Board said, they could have seen each other at least a minute prior to collision when they were still about six miles apart.

Although the airliner had the right-of-way, the Board said this rule is premised entirely upon the condition that the pilots concerned can "see and be seen" and are exercising sufficient vigilance so that its application becomes practicable.

After the collision Captain Davis safely landed the badly damaged aircraft and was commended for the high type of professional airmanship he displayed. Thrown against the left side of the cockpit at the moment of impact and temporarily stunned, he was able to maintain control of the aircraft by gliding steeply although he had no power. The left engine had fallen from the aircraft and the propeller blades had been torn from the right engine. The aircraft continued in a sharp glide toward an open area and

was landed with flaps and wheels up in a cotton field. Near the end of the landing run it ground looped about 170° to the right, and the right engine fell from the aircraft.

Overshot Runway—Following a night flight from New York to Birmingham, prolonged by strong head winds and negotiated under instrument and turbulent conditions, Pennsylvania-Central Airlines' Flight 105 overshot the runway at Birmingham Airport and crashed into the adjoining creek January 6. The three pilots, who were severely crushed within the telescoped forward part of the aircraft, died shortly after the accident. Several passengers were injured.

The action of the pilot in committing himself to a landing from an approach which was too high and too fast is given by the Board as the probable cause of the accident. Pilot fatigue, caused by the strain of an eight and one-half hour flight under difficult conditions, may have been a factor in the accident, the Board said.

With weather conditions getting rapidly worse at Birmingham during the flight from Knoxville, the Board said that the pilot evidently intended to attempt an instrument approach to determine whether visual contact with the airport was possible. He decided to initiate a missed approach procedure while on his final approach and the landing gear was started up. About 30 seconds thereafter, the field apparently came in view and the gear was again lowered for a landing.

In the subsequent descent, the pilot was unable to reduce the airspeed sufficiently for a normal landing approach with the result that the aircraft remained airborne over two-thirds of the runway and made initial contact at an airspeed higher than normal.

He attempted to ground loop after 900 feet of landing roll, but being unable to do so safely, continued beyond the runway until colliding with the creek bank.

Airliner Groundlooped in Landing—National Airlines Trip 15 on February 14, from Jacksonville, Fla., to New Orleans, La., with intermediate stops planned at Tallahassee, Pensacola and Mobile,

groundlooped during the landing at Tallahassee. None of the passengers or crew was injured. Earl G. May and Robert F. Hosford were captain and copilot, respectively.

Flight from Jacksonville to Tallahassee was uneventful and when about 12 miles out of Tallahassee landing instructions were asked of, and given by, the tower there. These were to use the north runway and that the wind was N 20-25 mph with light gusts. With the copilot at the controls, an approach was started to this runway which is 5280 feet long. First contact was made about 1070 feet from the south end of the runway. The aircraft bounced slightly, settled, and rolled for about 550 feet from the point of first contact. Here it started to swerve to the left. Right brake was applied hard and almost continuously by the captain but the turn continued and developed into a sharp groundloop. The aircraft came to rest headed about southeast with a broken right landing gear and other damage including a ruptured right front fuel tank. However, no fire occurred.

Investigation did not reveal that there had been any malfunctioning of the aircraft or any of its components including the brakes. As nearly as could be ascertained the tail wheel had been locked prior to the landing.

Killed in Test Flight—Charles Earl Price and Howard Raymond Byrnes, both of Wichita, Kans., were killed in a crash on the Culver Airport, Wichita. Price, 48, was employed as a test pilot by the Culver Aircraft Corporation and held a commercial pilot certificate with appropriate ratings. He had flown some 6200 hours. Byrnes, 33, was employed in the experimental department of the same company. The aircraft, a previously unflown and experimental model owned by the company, was destroyed by impact and fire.

Price, accompanied by Byrnes as technical observer, was making a series of taxiing runs and low altitude (3-4 feet) flights with the new aircraft. Three were completed successfully. The fourth appeared like the others until the aircraft suddenly assumed a steep climb, and, apparently with full power, climbed to an altitude of about 100 feet, stalled, fell off to the right, crashed and burned.

This aircraft had a new and unconventional system of longitudinal control. The wing flaps and the horizontal stabilizer were linked together mechanically with settings of the unit controlled from the cockpit. At the time of the accident the wind was gusty. It was not determined whether the control system was inadequate to compensate for gusts, out of adjustments, poorly designed or some combination of these.

Stalls in Steep Climbing Turn—Warren Harding Johnson, 25, and Thomas Rogers, 28, both of Hollister, Calif., were killed in an aircraft accident near Hollister, February 13. The plane was extensively damaged. Johnson was certificated as a commercial pilot and had flown approximately 405 solo hours.

Pilot Johnson, accompanied by Passenger Rogers, took off from a flight strip approximately 3 miles SE of Hollister for a local pleasure flight. The plane was observed to be flown in a careless and reckless manner and after a low dive over the field it was pulled up in a steep climbing turn. During this turn the plane was stalled, following which it fell off to the right and dived to the ground at an angle of approximately 45° under full power.

Investigation disclosed no evidence of failure or malfunctioning of any part of the aircraft prior to the accident. Weather conditions were good.

Airline Orders Service

No. 4996 amends certificate of Pan American Airways so as to (a) remove restriction prohibiting Pan Am from operating trips on certain routes except from terminal to terminal; (b) eliminate Shediac, New Brunswick, as an intermediate point on Pan Am's route between the U. S. and London; (c) authorize service to points in the Azores, Bermuda, and Newfoundland when necessary in place of seaplane bases of Horta, Hamilton, and Botwood; (d) remove limitation permitting substitution of intermediate Mid-Atlantic points only as a result of weather conditions arising after flight has been commenced; (e) include Dublin, Eire, as an intermediate point; (f) include Frankfurt, Germany, as an intermediate point on route between Brussels and Prague; and (g) eliminate condition which requires Pan Am to serve London from Southampton, for seaplane operations and from Croydon for landplane operations; denies application of Pan Am in all other respects. (Issued with an opinion—June 14)

No. 4997 temporarily exempts Pan American Airways from the requirements of sec. 401(a) of the Civil Aeronautics Act and its amended certificate (see order 4996) insofar as they would prevent Pan Am from engaging in foreign air transportation at Naples, Italy, as an intermediate point between Yugoslavia and Rumania; provides that so long as this exemption is effective the approved service plan authorized for service on the route under Part II of Pan Am's amended certificate shall include Naples, Italy, as an intermediate point between Belgrade, Yugoslavia and Istanbul, Turkey; orders that exemption granted shall cease one year from date of this order or upon rescission or revocation of this order, whichever occurs earlier. (June 14)

No. 4998 denies petition of Mountain States Aviation, Inc., for rehearing, reargument and reconsideration and motion for stay of Board order No. 4617 entitled the Rocky Mountain Area Case. (July 16)

No. 4999 denies petition of Challenger Airlines, Inc., for reconsideration and/or rehearing of the Rocky Mountain Area Case. (July 16)

No. 5000 authorizes British Overseas Airways Corp., to increase the frequencies operated between Baltimore, Md., and Bermuda to daily service in each direction for two weeks from July 23. (July 23)

No. 5001 authorizes the British Overseas Airways Corp., to increase the frequencies operated between New York, N. Y., and London, England, to daily service in each direction until further order of the Board. (July 23)

No. 5002 orders that that portion of Eastern Airlines' application (docket 2350) requesting (a) amendment of its certificate for route 6 so as to extend the route from the intermediate point Washington, D. C., to the terminal point Chicago, Ill., via Pittsburgh, Pa., Youngstown, Akron-Canton, Cleveland, Toledo, Ohio, and South Bend, Ind., and (b) amendment of its certificate for route 47 to extend this route from the intermediate point Charleston, W. Va., to the terminal point Chicago, Ill., (a) via Cincinnati (Ohio)-Covington (Ky.) and Indianapolis and (b) via Columbus and Dayton and Fort Wayne and South Bend, be severed from Docket 2350 and assigned Docket 2356. Consolidates into one proceeding Detroit-Washington Service—Docket 679 et al. and assigns for hearing at a later date, applications of Northwest, Transcontinental & Western Air, United, Eastern and Pennsylvania-Central Airlines. Permits American Airlines to intervene in Docket 679 et al. and denies petition of Minneapolis-St. Paul Metropolitan Airports Commission for leave to intervene in the same proceeding. (July 24)

No. 5003 denies petitions of Cities of Ft. Worth and Dallas, Tex., and the Chamber of Commerce of Monroe-West Monroe, La., requesting that the Board reconsider its orders 4744 and 4782 insofar as they deny the aforementioned permission to intervene in the Boston-New York-Atlanta-New Orleans case—Docket 730 et al. (July 26)

No. 5004 permits Eastern Air Lines to inaugurate on Aug. 1, nonstop services between New York, N. Y., and Charleston, S. C., and between Baltimore, Md., and Jacksonville, Fla., on route 6. (July 24)

No. 5005 temporarily exempts Eastern Air Lines from the requirements of sec. 401(a) of the Act insofar as they would otherwise prevent it from operating flights with four-engine equipment between Atlanta, Ga., and Tampa, Fla., on route 40 without stopping at Tallahassee, Fla. (July 24)

No. 5007 denies petition of South East Airlines requesting that the Board reopen the record in the Southeastern States Case proceeding. (July 24)

No. 5008 permits Eastern Air Lines to inaugurate on Aug. 1, nonstop service between Louisville, Ky., and St. Louis, Mo., on route 47. (July 25)

No. 5009 dismisses at the request of Freight-Flite, Inc., its application, Docket 807; dismisses, for want of prosecution, portions of the applications of Arthur A. Fogarty, Palmer Airlines and Skyway Transportation, Inc., included in Dockets 2192, 2193 and 2194, respectively. (July 25)

No. 5020 permits Pennsylvania-Central Airlines to inaugurate on Aug. 1, nonstop service between Rochester, N. Y., and Harrisburg, Pa., on route 34. (July 26)

No. 5021 permits the City of Santa Fe, N. Mex., the Arizona Corp. Comm., the State of Arizona, Greater Arizona, Inc., New Mexico Airlines, and Monarch Air Lines, Inc., to intervene in the Arizona-New Mexico Case—Docket 968 et al.; denies the petition of the City of Amarillo, Tex., for leave to intervene in the same proceeding. (July 26)

No. 5023 permits Pennsylvania-Central Airlines to inaugurate on Aug. 1, nonstop service between Harrisburg, Pa., and Washington, D. C., on route 34. (July 29)

No. 5024 permits Eastern Air Lines to inaugurate on Aug. 1, nonstop service between Boston, Mass., and Washington, D. C., on routes 5 and 6. (July 29)

No. 5025 temporarily exempts American Airlines from the requirements of sec. 401(a) of the Act insofar as they would otherwise prevent it from operating flights with four-engine equipment between Washington, D. C., and Boston, Mass., on its routes 23 and 18 without stopping at New York, N. Y.; denies petition in all other respects. (July 29)

No. 5026 denies motions of Texas Air Lines that decision in the Texas-Oklahoma Case—Docket 337 et al. be postponed until its application, Docket 2240, can be heard and that this application be advanced for immediate hearing. (July 30)

No. 5030 consolidates Northwest Airlines' routes 3, 45 and 69 into one route, to be known as route 3, and orders that Northwest be issued an amended certificate; orders that Northwest be issued an amended certificate authorizing it to engage in transportation between the intermediate point Grand Forks, N. Dak., and the terminal point Winnipeg, Canada; grants Northwest's application for permission to operate directly between Portland, Ore., and Butte, Mont. (Issued with an opinion—July 17)

No. 5031 permits Texas-New Mexico Airlines to intervene in the Arizona-New Mexico Case—Docket 968 et al. (Aug. 1)

No. 5032 permits Eastern Air Lines to intervene in the application of Royal Dutch Air Lines (KLM) for a foreign air carrier permit—Docket 2324. (Aug. 1)

No. 5033 permits Pan American Airways to intervene in Docket 2324. (Aug. 1)

No. 5034 permits the City of Yuma, Ariz., and the County of Yuma to intervene in the Arizona-Mexico Case. (Aug. 1)

No. 5035 authorizes Northwest Airlines to engage in air transportation of persons, property and mail for 7 years from the effective date of the certificate between the coterminal points New York, N. Y., and Chicago, Ill., the intermediate points Minneapolis-St. Paul, Minn., Edmonton, Alberta, Canada, and Anchorage, Alaska; and between the terminal point Seattle, Wash., the intermediate point Anchorage, Alaska, an intermediate point in the Kurile Islands, and the intermediate point Tokyo, Japan, and (a) beyond the intermediate point Tokyo, Japan, the intermediate points Seoul, Korea, Shanghai, China and the terminal point Manila, Philippine Islands, and (b) beyond the intermediate point Tokyo, Japan, the intermediate points Harbin, Manchuria, Mukden, Manchuria, Dairen, Manchuria, Peiping, China, Nanking, China, Shanghai, China and the terminal point Manila, Philippine Islands.

Authorizes Pan American Airways, by amendment of certificate, to operate (a) from Manila, Philippine Islands, to the terminal point Batavia, Java, via the intermediate points Saigon, French Indo-China, and Singapore, Straits Settlements (such amendment to expire 7 years after the effective date of the amended certificate); and (b) from the British Crown Colony of Hong Kong to intermediate and terminal points within that portion of India which lies north of the 20th parallel, via the intermediate points Saigon, French Indo-China, Bangkok, Siam, and Rangoon, Burma (to continue in effect up to and including the 4th day of July, 1952); (c) from Midway Island to the British Crown Colony of Hong Kong via the intermediate points Tokyo, Japan, and Shanghai, China (such amendment to expire 7 years after the effective date of the amended certificate); and (d) from Honolulu, Hawaii, to Wake Island.

Authorizes Pan American Airways by amendment of certificate, to operate from Noumea, New Caledonia, to the terminal point Sydney, Australia.

Authorizes Transcontinental & Western Air, by amendment of certificate, to operate from that portion of India which lies south of the 20th parallel to the terminal point Shanghai, China via the intermediate points Calcutta, India, Mandalay, Burma, Hanoi, French Indo-China, and Canton, China (such amendment to continue in effect up to and including the 4th day of July, 1952).

Authorizes Western Air Lines, by amendment of certificate, to operate from Lethbridge, Canada, to the terminal point Edmonton, Canada, via the intermediate point Calgary, Canada.

Authorizes Pacific Northern Airlines, by amendment of certificate, to operate from Anchorage, Alaska, to the terminal point Juneau, Alaska, via the intermediate points Cordova and Yakutat, Alaska.

Specifies that the temporary exemption orders issued to Alaska Airlines on July 26, 1945 (Order No. 3895) and to Pacific Northern Airlines (formerly Woodley Airways) on May 31, 1943 (Order Serial No. 2289) should be vacated 20 days after the issuance of the certificate and amendments of certificates hereby authorized to be issued.

Denies motion filed by Pacific Northern Airlines requesting the Board to reopen the record in this proceeding.

Consolidates certificates issued to Pan American Airways, authorizing it to engage in air transportation of persons, property, and mail between Seattle and Juneau, via Ketchikan, Juneau and Whitehorse, and Whitehorse and Fairbanks via Burwash Landing and Tanacross into one certificate designating Seattle and Fairbanks as terminal points and designating Ketchikan, Juneau, Whitehorse, Burwash Landing and Tanacross as intermediate points.

Denies applications of Alaska Airlines, Dockets Nos. 1643 and 1644; Pacific Northern Airlines, Docket No. 1589, except as herein granted; Hawaiian Airlines, Ltd., Docket No. 1491; Northwest Airlines, Inc., Dockets Nos. 547, 861, 862 and 985, except as herein granted; Pan American Airways, Inc., Dockets Nos. 1535 and 1582, except as herein granted; Pennsylvania-Central Airlines Corporation, Docket No. 1508; Transcontinental & Western Air, Inc., Docket No. 1060, except as herein granted; United Air Lines, Inc., Docket No. 1406; Western Air Lines, Inc., Dockets Nos. 631 and 1048, except as herein granted; and U. N. Airships, Inc., Docket No. 1634. (Issued with an opinion—June 20)

No. 5036 grants the petition of the C. of C. of the City of Toledo, Ohio, for leave to intervene in the Middle Atlantic Area Case—Docket 674 et al. (Aug. 2)

No. 5045 denies petition of the City of San Francisco, Calif., for leave to intervene in the Arizona-New Mexico Case. (Aug. 6)

No. 5046 authorizes Transcontinental & Western Air to inaugurate service to Milan, Italy, as an intermediate point on the Bernese, Switzerland-Rome, Italy, segment of its approved service plan. (Aug. 6)

No. 5047 permits Northeast Airlines to withdraw its motion filed on Apr. 12, 1946, and grants Northeast leave to amend its Answer—(filed Apr. 26) to the Board's Show Cause order concerning rates of compensation to be paid Northeast for mail transportation; orders that a hearing be held to determine issues raised by Answer; denies Northeast's motion in all other respects. (Aug. 2)

No. 5048 permits the Cities of Lynchburg and Danville, Va., the City and C. of C. of Spartanburg, S. C., the C. of C. of Birmingham, Ala., and Macon, Ga., leave to intervene in the Southeastern States Case—Docket 501 et al. (Aug. 7)

No. 5049 denies petition of Island Air Ferries for permission to intervene in The New England Case—Docket 399 et al. (Aug. 7)

No. 5050 denies petition of Atlantic Central Airlines to defer decision in the application of Air Commuting, Inc., Docket 1642,

and to consolidate for argument and decision the application of Air Commuting, Docket 1642, and Atlantic Central, Docket 1096. (Aug. 7)

No. 5051 permits the C. of C. of Huntington, W. Va., to intervene in the Southeastern States Case. (Aug. 8)

No. 5052 orders that Aeronaes de Mexico, S. A., be issued a temporary foreign air carrier permit authorizing scheduled foreign air transportation of persons, property and foreign mail between Hermosillo, Mexico, and Nogales, Ariz., effective from Aug. 7. (Issued with an opinion—July 31)

No. 5054 permits Plantation Air Lines to intervene in the Southeastern States Case. (Aug. 9)

No. 5055 dismisses, upon the request of Lucius S. Smith his applications, Dockets 1719 and 2293, for certificates; denies petition of the Portland Chamber of Commerce, Portland, Ore., for leave to intervene in the Arizona-New Mexico Case. (Aug. 9)

No. 5056 grants petitions of E. W. Wiggins Airways and the City of Ithaca, N. Y., for leave to intervene in the Middle Atlantic Area Case—Docket 674 et al. (Aug. 12)

No. 5057 grants petition of Empire Airlines for leave to intervene in the Middle Atlantic Air Case. (Aug. 12)

No. 5058 denies petition of Eastern Air Lines, for reopening, rehearing and reargument, together with request for oral argument on the Florida Case; denies motion of Eastern to strike the answer of National Airlines to its petition. (Aug. 12)

No. 5060 denies petition of Eastern Air Lines for reconsideration of Board order No. 4710 regarding National Airlines nonstop service between New Orleans-Tampa and New Orleans-Miami. (Aug. 12)

No. 5062 denies petition of Delta Air Lines to consolidate for oral argument and decision certain portions of the applications in the Southeastern States Case and the Middle Atlantic Area Case with the Boston-New York-Atlanta-New Orleans Case. (Aug. 14)

No. 5063 temporarily exempts Transcontinental & Western Air from the provisions of sections 401 and 404(a) of the Act, and from the terms of its certificate insofar as such provisions and terms would otherwise require TWA to provide air express service in foreign transportation to or from points east of Paris, France. This exemption shall terminate when TWA restores to service the Constellation schedules which it operated immediately prior to July 11, or on Oct. 1, whichever date occurs first. (Aug. 14)

No. 5064 denies motion of Island Air Ferries to reconsider its motion to sever its application, Docket 2029, from The Middle Atlantic Area Case proceeding. (Aug. 14)

No. 5065 permits the City of Atlanta, Ga., and the Dade County Port Authority to intervene in the Latin American Service Case—Docket 525 et al. (Aug. 14)

No. 5073 authorizes Pan American Airways to engage in foreign air transportation of persons, property, and mail for 7 years between the terminal point New York, N. Y., the intermediate points the Azores, Dakar, (French West Africa); Monrovia (Liberia); Accra (Gold Coast); Leopoldville (Belgian Congo) and the co-terminal points Johannesburg and Capetown (Union of South Africa). Amends certificate of Pan American so as to extend service from Natal, Brazil, to the co-terminal points Johannesburg and Capetown, Union of South Africa, via Ascension Island and a point in West Africa—such amendment to be effective for 7 years from Aug. 15. Denies applications of American Overseas Airlines, Docket 1171, Seas Shipping Co., Docket 1366, Pan American Airways, Docket 1507, except as herein granted. American South African Line, Docket 1507, Pennsylvania-Central Airlines Corp., Docket 1631, and U. N. Airships, Docket 1632. (Issued with an opinion—Aug. 13)

No. 5074 permits National Airlines to serve Valdosta, Ga., on or about Aug. 15, through the regular use of the Valdosta Municipal Airport. (Aug. 15)

No. 5075 permits the City of Cleveland and the Cleveland C. of C. to intervene in the Detroit-Washington Service proceeding—Docket 679 et al. (Aug. 15)

No. 5076 dismisses the application of Charles H. Babb, Docket 2278, for a certificate in the Los Angeles Helicopter Case—Docket 896 et al. (Aug. 15)

No. 5077 dismisses the application of Denver-Chicago Trucking Co., Docket 810, an applicant in the Air Freight Case—Docket 810 et al. (Aug. 15)

No. 5079 orders that the portion of the application filed by Southwestern Air Lines, Docket 1169, proposing service to points outside the continental U. S. and non-scheduled service over an interstate route, be severed and assigned Docket 2459; consolidates 10 applications for certificates in the Air Freight Case—Docket 810 et al. (Aug. 16)

No. 5080 permits National, Delta and Continental Air Lines to intervene in the Air Freight Case. (Aug. 16)

No. 5081 consolidates into one proceeding for hearing the applications of Thomas E. Gordon, d.b.a. Orlando Airlines, Docket 2314, and Thomas E. Gordon, Docket 2399. (Aug. 16)

No. 5082 grants Eastern Air Lines request for leave to intervene in the application of Air Commuting, Inc., for a certificate—Docket 1642; denies motion of Eastern to reopen the record in this proceeding; dismisses motion of Eastern to delay filing of briefs. (Aug. 16)

No. 5083 grants petitions by the Chambers of Commerce of Pittsburgh and Memphis for leave to intervene in the Cincinnati-New York-Additional Service proceeding—Docket 221 et al.; denies petitions of the City of Houston and of the C. of C. of Houston to intervene in the proceeding. (Aug. 16)

No. 5084 permits Key Airlines, the City of Savannah, Ga., the County of Chatham, and the C. of C. of Savannah, to intervene in the Southeastern States Case. (Aug. 16)

No. 5086 permits Pennsylvania-Central Airlines to inaugurate on Aug. 20, nonstop services between Elmira-Corning, N. Y., and Harrisburg, Pa., and between Baltimore, Md., and Rochester, N. Y., on route 34. (Aug. 19)

No. 5087 dismisses application of Globe Freight Airlines, Docket 1669, an applicant in the Air Freight Case. (Aug. 19)

No. 5088 dismisses applications for certificates of Globe Freight Airlines, Dockets 2363 and 2364, and of E. A. Johnson & P. D. Grossnickle, Docket 2275. (Aug. 19)

No. 5089 permits the City and C. of C. of Augusta, Ga., the City of Wilson, N. C., and Southern Commercial Air Transport to intervene in the Southeastern States Case. (Aug. 19)

No. 5090 grants the petition of Delta Air Lines for leave to intervene in the Middle Atlantic Area Case—Docket 674. (Aug. 19)

No. 5091 severs application of the Yellow Cab Co., of Philadelphia, Docket 1349, from the Middle Atlantic Area Case and

dismisses the application without prejudice; denies motion for a continuance of the application. (Aug. 19)

No. 5092 grants joint petition of the City of Oklahoma City and the Oklahoma City Chamber of Commerce for leave to intervene in the application of Braniff Airways, et al., for amendment of certificates to consolidate routes under sec. 401(h) of the Act—Docket 1154 et al. (Aug. 19)

No. 5093 grants petition of Island Air Ferries, Docket 2029, to intervene in the application of Air Commuting for a certificate, Docket 1642, but denies request to stay and defer proceedings of Docket 1642. (Aug. 20)

Miscellaneous

No. 5006 denies petition of Page Airways for either dismissal or rehearing of Board order No. 4841 which directed the carrier to discontinue its air transportation activities. (July 24)

No. 5007 dismisses application of Edward G. Buckland and Railway Express Agency for approval of interlocking relationships at the request of Railway Express. (July 24)

No. 5008 dismisses application of Donald C. Bromfield and Frontier Airways for approval of interlocking relationships at the request of Bromfield. (July 24)

No. 5043 grants leave to T. P. Wright, Administrator of Civil Aeronautics, to withdraw complaint against Pan American Airways, American Overseas Airlines, Transcontinental and Western Air, Lockheed Aircraft Corp. and Wright Aeronautical Corp. Proceeding is dismissed without prejudice. (Aug. 5)

No. 5044 approves interlocking relationships of Braniff Airways and Aerovias Braniff now or hereafter existing as a result of the holding by T. E. Braniff of the positions of president and director of both companies. (Aug. 5)

No. 5059 approves agreement of Pennsylvania-Central Airlines and United Air Lines relating to lease of radio site space. (Aug. 12)

No. 5061 approves the interlocking relationships of Pioneer Air Lines (formerly Essair) and Aviation Activities now or hereafter existing as a result of the holding by Robert J. Smith of the positions of president and director in both companies. (Aug. 12)

No. 5085 approves amended agreement among the U. S. and foreign air carriers which are members of the North Atlantic Traffic Conference of IATA, relating to the appointment of agent by transatlantic airlines. (Aug. 12)

Airman Orders

Suspensions

No. 5011 suspends commercial certificate of Aubrey Marion Durham for 30 days and thereafter until he successfully passes a flight test for issuance of such certificate. Durham, while carrying a passenger, flew in a careless manner thereby endangering the life and property of another in that the aircraft stalled in a climbing turn, started at 125 feet, and crashed. (July 24)

No. 5012 suspends private certificate of Charles Lindberg Epps for four months because he operated aircraft in careless and reckless manner and flew at low altitude in violation of sec. 60.101 and 60.105(b) of the Regulations. (July 24)

No. 5014 suspends commercial certificate for six months and revokes flight instructor rating of Marvin Blaine Tuxhorn, because he executed aerobatic maneuvers at low altitude over congested areas and flew in careless and reckless manner in violation of sec. 60.104(b), 60.105(a) and 60.101 of the Regulations. (July 24)

No. 5022 suspends commercial certificate with flight instructor rating of Henry Arthur Harnsen for 60 days because he flew at an altitude of less than 1,000 feet in violation of sec. 60.105(a) of the Regulations. Harnsen also violated sec. 61.30, 43.409 and 60.101 of the Regulations. (July 29)

No. 5028 suspends student certificate of Alvin H. Harlick for six months, because he operated aircraft in careless and reckless manner and flew at low altitude over houses, and children playing outdoors, in violation of sec. 60.101, 60.105(a), of the Regulations. (July 31)

No. 5029 suspends student certificate of Eugene Wallace Lauderdale for nine months because he executed gliding dives at low altitude and operated aircraft in careless and reckless manner in violation of sec. 60.105(a) and 60.101 of the Regulations. (July 31)

No. 5037 suspends commercial certificate of Walter Thomas Donovan for 90 days because he flew plane at low altitude and performed aerobatics over congested area contrary to sec. 60.105(a) and 60.104(b) of the Regulations. (Aug. 5)

No. 5042 suspends commercial certificate of Theodore C. Medaris for six months because without valid flight instructor's rating, he gave dual flight instruction and in some cases certified students for solo flight and signed logbook entries in violation of sec. 20.80 of the Regulations. (Aug. 5)

No. 5067 suspends mechanic certificate of James W. Wilson for six months because he executed a repair and alteration form certifying that major repairs had been performed to aircraft when the noserib had been improperly glued to the front spar in the wingtip bow section of the left wing and when a fuselage on this noserib had been improperly nailed and glued, contrary to sec. 18.6 of the Regulations. (Aug. 14)

No. 5068 suspends commercial certificate of Chester A. Cheno-weth for 60 days because he flew at low altitude over congested area and also over a turkey ranch causing turkeys to stampede. (He violated sec. 60.105(a) and 60.105(b) of the Regulations. (Aug. 14)

No. 5069 suspends commercial certificate of Harvey Stanton Blumenberg for six months and until he shall have passed flight test required for a commercial rating. He performed aerobatics while carrying passengers not equipped with parachutes, flew at low altitude over congested areas and operated aircraft in careless and reckless manner in violation of sec. 43.409, 60.105(a), and 60.101 of the Regulations. (Aug. 14)

No. 5070 suspends commercial certificate of Roger Summers Bullard for 90 days and until he shall have passed flight test required for a commercial rating, because he flew at low altitude and operated aircraft in careless and reckless manner in violation of sec. 60.105 and 60.101 of the Regulations. (Aug. 14)

No. 5071 suspends commercial certificate of Richard Edwin Hicks for six months and thereafter until he shall have passed flight test required for original issuance of commercial certificate, because he executed aerobatic maneuvers at low altitude, flew too low over congested areas, and piloted aircraft in reckless and careless manner contrary to sec. 60.104(b), 60.105(a) and 60.101 of the Regulations. (Aug. 14).

Air Regulations . . . As of September 1, 1946

TITLE	No.	PART			MANUAL		
		Price	Date	No. of Amendments	Price	Date	No. of Amendments
Aircraft							
Airworthiness Certificates.....	01	\$0.05	10/15/42	1	None	None	
Type and Production Certificates.....	02	Free	7/1/46		\$0.10	3/15/45	
Airplane Airworthiness—Normal, Utility, Acrobatic, and Restricted Purpose Categories.....	03 ¹	Free	11/13/45		None	None	
Airplane Airworthiness.....	04	.15	11/1/43	3	.45	7/1/44	2
Airplane Airworthiness Transport Categories.....	04-0 ¹	Free	11/9/45		None	None	
Rotorcraft Airworthiness.....	06	.10	5/24/46		None	None	
Engine Airworthiness.....	13	.05	8/1/41		None	None	
Propeller Airworthiness.....	14	.05	7/15/42	1	.15	5/14/46	
Equipment Airworthiness.....	15	.05	5/31/46		No stock	7/1/38	
Radio Equipment Airworthiness.....	16	.05	2/13/41		No stock	2/13/41	
Maintenance, Repair, and Alteration of Aircraft, Engines, Propellers, Instruments.....	18	.05	9/1/42		.50	6/1/43	
Airmen							
Pilot Certificates.....	20	.05	7/1/45	3	None	None	
Airline Pilot Rating.....	21	.05	10/1/42	3	None	None	
Lighter-than-air Pilot Certificates.....	22	.05	10/15/42	1	None	None	
Mechanic Certificates.....	24	.05	7/1/43	1 ²	None	None	
Parachute Technician Certificates.....	25	.05	12/15/43	1	None	None	
Traffic Control Tower Operator Certificates.....	26	.05	10/10/45	1	None	None	
Aircraft Dispatcher Certificates.....	27	.05	7/1/46	3	None	None	
Physical Standards for Airmen.....	29	.05	1/10/46		None	None	
Operation Rules							
Air Carrier Operating Certification.....	40	.10	10/10/44	8 ⁴	None	None	
Scheduled Air Carrier Operations Outside Continental U. S.....	41	.05	5/1/46	1	None	None	
Nonscheduled Air Carrier Certification and Operation Rules.....	42	.05	8/1/46	1	None	None	
General Operation Rules.....	43	.05	7/1/45	5	None	None	
Foreign Air Carrier Regulations.....	44	.05	7/1/45		None	None	
Transportation of Explosives and other Dangerous Articles.....	49	.05	7/1/45		None	None	
Air Agencies							
Airman Agency Certificates.....	50	.05	4/30/46		.15	5/15/46	
Ground Instructor Rating.....	51	.05	12/15/43	1	None	None	
Repair Station Rating.....	52	.05	10/1/42		Free	2/41	
Mechanic School Rating.....	53	.05	8/1/42	1	No stock	5/40	
Parachute Loft Certificates and Ratings.....	54	.05	1/21/43		None	None	
Air Navigation							
Air Traffic Rules.....	60	.05	8/1/45	2 ⁴	.15	10/45	
Scheduled Air Carrier Rules.....	61	.10	8/1/46	⁵	None	None	
Miscellaneous							
Rules of Practice Governing Suspension and Revocation Proceedings.....	97	Free	8/9/46		None	None	
Definitions.....	98	.05	10/15/42		None	None	
Mode of Citation.....	99	Free	11/15/40		None	None	
Regulations of the Administrator							
Aircraft Registration Certificates.....	501	Free	3/31/43		None	None	
Recordation of Aircraft Ownership.....	503	Free	3/31/43		None	None	
Notice of Construction or Alteration of Structures on or near Civil Airways.....	525	Free	7/23/43		None	None	
Seizure of Aircraft.....	531	Free	12/8/41		None	None	
Reproduction and Dissemination of Current Examination Materials.....	532	Free	1/15/43		None	None	

¹ Certain aircraft may comply with the provisions of this part or the 11/1/43 edition of Part 04. ² Special regulations 340 and 340A. ³ Special regulation 355. ⁴ Special regulations 319, 319C, and 361A. ⁵ Special regulation 361A.

Note: Those parts and manuals for which there is a price are obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Remittances should be by check or money order, payable to the Superintendent. Current editions of the Regulations, Amendments and free Parts are obtained from the Publications Section, Civil Aeronautics Board, Washington 25, D. C.; free Manuals and Regulations of the Administrator from the CAA Office of Aviation Information, Dept. of Commerce, Washington 25, D. C.

No. 5072 suspends commercial certificate of William Evans Crowder, Jr. for six months and until he has passed the flight test for commercial certificate. He executed loops at low altitude over congested areas while carrying passengers not equipped with parachutes, equipping himself with parachute which had not been packed within preceding 60 days, and piloting single-engine aircraft while holder of multi-engine rating, in violation of sec. 60.104, 60.105(a), 43.409, 43.410, and 43.63 of the Regulations. (Aug. 14)

Regulations

Amdt. 41-1¹ Effective May 24, 1946

Part 41 of the Civil Air Regulations is amended as follows:

1. By amending the first paragraph of § 41.27 to read as follows:

41.27 Operating limitations upon airplanes certificated under transport category requirements. When operating any airplane certificated in accordance with the provisions of § 41.1 in the Regulations issued on or after November 9, 1945, or of § 04.75-T (in the regulations issued prior to November 9, 1945), the provisions of §§ 41.270 to 41.273 inclusive shall apply unless deviations therefrom are specifically authorized by the Administrator when he finds that, due to a peculiarity of a specific case, such application is unnecessary for safety.

2. By amending § 41.270 General limitations, as follows:

(a) Delete the word "gross" from paragraph (c).
 (b) Insert "and oil" after the words "amount of fuel" in paragraph (c).
 (c) Substitute the word "airport" in lieu of the word "field" in paragraph (c).
 3. By amending § 41.271 Take-off limitations to provide for engine failure, as follows:
 (a) Substitute the word "airports" in lieu of the word "fields" in the first paragraph.
 (b) Delete the word "gross" from first paragraph.
 (c) Delete "04.7532-T" from first paragraph, and insert in lieu thereof "04.12 (in the Regulations issued on or after November 9, 1945), or § 04.7532-T (in the Regulations issued prior to November 9, 1945)".
 By amending § 41.272 En route limitations, to read as follows:

41.272 En route limitations.
41.2720 All airplanes—all engines operating. Airplanes shall be dispatched only at such take-off weights that, in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with all engines operating (as set forth in the airplane operating manual), shall be, in feet per minute, 6V so at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that this requirement need

(See Regulations, page 123)

Domestic and Territorial Air Carrier Statistics

Operations for July 1946

Prepared from official reports submitted to the Civil Aeronautics Board by the carriers listed

Operator and routes	Revenue miles flown	Revenue passengers carried *	Revenue passenger-miles flown	Express and freight carried (tons)	Ton-miles flown		Passenger seat-miles flown	Revenue passenger load factor (percent)
					Express	Freight		
All American Aviation, Inc., Pittsburgh-Huntington, Cincinnati, Jamestown, Williamsport, Philadelphia. Total	161,950	0	0	11.1	1,371	0	0	-
American Airlines, Inc., Total	5,405,287	225,478	115,198,618	1,484.0	313,497	449,932	139,183,367	82.77
Los Angeles-Dallas	1,577,269	39,464	35,011,231	150.0	59,516	95,632	38,992,929	89.79
Boston-Cleveland-New York/Newark-Chicago	1,064,564	59,577	22,678,444	513.0	109,751	102,683	27,433,995	82.67
Boston-New York/Newark	337,722	48,862	8,070,696	212.0	14,524	15,839	9,885,813	81.64
Cleveland-Nashville	116,012	9,294	2,074,010	59.0	5,026	7,398	2,412,839	85.96
New York/Newark-Fort Worth or Oklahoma City	1,515,581	64,058	32,103,651	305.0	91,640	126,440	40,676,375	78.92
Washington-Chicago	241,912	12,292	4,943,352	73.0	10,183	20,370	7,165,834	68.99
Chicago-Fort Worth	335,398	15,017	7,101,604	86.0	22,467	20,299	8,763,985	81.03
Buffalo-Toronto	12,694	3,351	231,219	5.0	390	0	265,995	86.93
El Paso, Fort Worth or Dallas-Mexico City	204,135	3,669	2,984,411	81.0	0	61,271	3,585,602	83.23
Brantiff Airways, Inc., Total	1,027,246	51,755	20,575,407	128.4	43,915	6,717	26,663,682	77.17
Chicago-Dallas	420,896	19,908	9,799,815	52.8	26,796	4,134	12,493,376	78.44
Denver-Memphis; Dallas-Brownsville or Galveston	536,936	31,065	9,713,262	59.0	15,563	2,324	12,693,861	76.52
Houston-Nuevo Laredo or Corpus Christi	69,414	6,204	1,062,330	16.6	1,556	259	1,476,445	71.95
Caribbean-Atlantic Airlines, Inc., San Juan-Mayaguez or Christiansted. Total	28,424	4,720	284,124	6.9	376	169	603,998	47.04
Chicago & Southern Air Lines, Inc., Total	788,970	36,016	13,830,030	106.1	40,016	0	21,533,796	64.22
Chicago-New Orleans	413,954	22,868	8,121,557	67.6	27,367	0	12,852,990	63.19
Houston-Detroit	375,016	16,777	5,708,481	38.5	12,649	0	8,680,797	65.76
Colonial Airlines, Inc., Total	314,498	16,814	4,820,773	19.1	4,634	0	6,272,752	76.85
Washington-Montreal or Ottawa	91,557	3,811	1,085,117	4.0	909	0	1,776,895	61.07
New York-Burlington-Montreal or Ottawa	222,941	13,003	3,735,656	15.1	3,725	0	4,495,857	83.09
Continental Air Lines, Inc., Total	542,579	21,725	8,016,558	30.1	6,358	6,434	11,364,827	70.54
El Paso-Denver, San Antonio & Tulsa	299,761	13,394	4,103,806	13.9	3,815	1,202	6,285,893	65.29
Pueblo-Tulsa	39,209	3,701	624,675	2.0	401	26	823,410	75.86
Denver-Kansas City	203,609	7,703	3,288,077	14.2	2,142	5,206	4,255,524	77.27
Delta Air Lines, Inc., Total	1,065,822	49,527	20,116,473	79.0	37,885	0	29,695,829	67.74
Fort Worth-New Orleans, Charleston or Savannah	585,741	33,701	10,879,137	47.0	18,881	0	16,383,590	66.38
Chicago-Miami	480,081	22,784	9,237,336	32.0	19,004	0	13,307,239	69.42
Eastern Air Lines, Inc., Total	1,065,822	49,527	20,116,473	79.0	37,885	0	29,695,829	67.74
Boston-Brownsville or San Antonio								
Miami-Boston or Detroit								
Chicago-Jacksonville								
Miami-Tallahassee; Tallahassee-Atlanta or Nashville								
St. Louis-Washington or Nashville								
Hawaiian Airlines, Honolulu-Hilo/Port Allen Total	180,591	24,109	3,351,625	301.2	9,626	34,829	3,758,214	89.18
Inland Air Lines, Inc., Total	179,750	8,653	2,288,094	7.9	1,975	205	3,512,959	65.13
Denver-Great Falls	115,044	7,130	1,625,371	6.4	1,595	168	2,388,949	68.04
Huron-Cheyenne	64,706	2,547	662,723	1.5	380	37	1,124,010	58.96
Mid-Continent Airlines, Inc., Total	461,858	23,018	6,891,513	28.4	9,346	0	9,538,390	72.25
New Orleans-Minneapolis-Minot	332,634	16,824	5,038,387	24.8	8,326	0	6,849,838	73.55
Minneapolis-Kansas City & St. Louis	129,224	6,194	1,853,126	3.6	1,020	0	2,688,552	68.93
National Airlines, Inc., Total	831,939	29,228	16,640,811	28.7	16,496	0	22,098,129	75.30
New York/Newark-Miami & Key West	592,164	19,975	12,702,606	18.5	11,339	0	16,413,996	77.39
New Orleans-Jacksonville & Miami	239,775	9,803	3,938,205	10.2	5,157	0	5,684,133	69.28
Northeast Airlines, Inc., New York/Newark-Caribou or Boston; Boston or Burlington-Montreal; Bangor-Moncton. Total	405,459	43,318	8,693,209	48.9	8,077	0	12,967,390	67.04
Northwest Airlines, Inc., Total	1,557,974	56,298	35,500,114	168.5	91,398	0	39,830,272	89.13
Chicago-Winnipeg, Seattle & Portland	1,126,873	51,038	25,143,503	126.6	65,087	0	28,316,550	88.79
Minneapolis-Duluth	16,704	2,093	312,479	1.9	279	0	350,784	89.08
Minneapolis-New York/Newark	414,397	13,689	10,044,132	40.0	26,032	0	11,162,938	89.98
Pennsylvania-Central Airlines Corporation Total	1,671,049	140,781	37,376,902	488.0	110,717	608	54,522,730	68.55
Norfolk-Detroit	798,670	86,119	18,374,713	209.0	44,048	276	26,906,687	68.29
Detroit-Milwaukee or Chicago	385,138	39,461	8,231,807	146.0	31,679	201	10,839,634	75.94
Washington-Buffalo	65,340	4,560	1,087,790	14.0	1,614	0	1,367,026	79.57
Detroit-Sault Ste. Marie	51,896	4,777	812,558	8.0	1,305	0	1,097,874	74.01
Pittsburgh-Buffalo	39,105	3,598	679,528	26.0	3,778	40	816,154	83.26
Norfolk-Knoxville	58,653	3,910	959,776	4.0	825	0	1,224,895	78.36
New York/Newark-Birmingham	272,247	18,771	7,230,640	81.0	27,468	91	12,270,460	58.93
Pioneer Air Lines, Inc., Houston-Amarillo. Total	103,062	1,761	508,084	1.5	514	0	927,558	54.78
Transcontinental & Western Air, Inc., Total	4,328,792	97,079	80,213,299	915.0	323,850	239,936	95,060,943	84.38
New York/Newark-Los Angeles	2,987,951	77,799	56,123,658	490.0	228,390	157,375	65,225,060	86.05
Dayton-Chicago	79,781	5,801	1,240,648	73.0	8,240	7,065	1,547,157	80.19
Winslow-San Francisco	328,456	14,624	5,008,926	52.0	10,997	9,720	7,200,920	69.56
Kansas City-New York/Newark or Pittsburgh	602,645	21,923	11,989,894	194.0	57,307	55,519	14,202,922	84.42
St. Louis-Detroit	174,238	10,762	3,069,243	80.0	13,597	6,217	3,626,917	84.62
Dayton-Washington	95,257	5,284	1,716,090	9.0	2,223	480	1,995,392	86.00
Pittsburgh-Boston	60,464	2,863	1,064,840	17.0	3,096	3,560	1,262,575	84.34
United Air Lines, Inc., Total	5,009,611	180,693	108,605,064	860.0	373,305	262,643	125,096,081	86.82
New York/Newark-Oakland	3,405,512	97,242	73,446,525	614.0	305,842	230,440	85,092,221	86.31
Salt Lake City-Seattle-Spokane	284,334	13,715	6,248,229	37.0	19,136	4,729	7,102,361	87.97
Seattle-San Diego	1,069,808	63,953	24,349,422	168.0	37,353	24,580	27,135,406	89.73
Denver-Cheyenne	12,000	1,319	125,952	2.0	83	25	243,936	51.63
Seattle-Vancouver	22,820	3,710	457,634	9.0	1,074	5	498,666	91.77
Toledo-Washington	94,527	4,822	1,871,846	8.0	2,048	837	2,537,891	73.76
Cleveland-Boston	101,528	3,925	1,836,794	20.0	7,767	1,986	2,108,678	87.11
Los Angeles-Catalina	19,022	6,194	268,662	2.0	2	121	376,922	71.28
Western Air Lines, Inc., Total	730,420	47,529	19,377,364	127.6	34,424	19,143	24,237,084	79.95
San Diego-Salt Lake City	263,105	16,080	4,792,873	37.5	9,212	3,397	5,750,440	83.35
Salt Lake City-Great Falls	96,365	4,825	1,434,586	15.7	2,911	874	2,017,380	71.11
Great Falls-Lethbridge	10,104	1,120	162,108	2.0	265	6	210,662	76.95
Los Angeles-San Francisco or Oakland	204,048	20,545	6,718,215	44.4	5,483	9,037	9,315,576	72.12
Los Angeles-Denver	156,798	8,445	6,269,582	28.0	16,553	5,829	6,943,026	90.30

* The total passengers carried for each airline is an unduplicated figure.

Domestic and Territorial Air Carrier Statistics—Concluded

Operations for the First Seven Months of 1946 as Compared with the Same Period of 1945

Operator	Revenue miles flown January-July		Revenue passengers carried (unduplicated) January-July		Revenue passenger miles flown January-July		Express and freight carried (tons) January-July	
	1946	1945	1946	1945	1946	1945	1946	1945
All American Aviation, Inc.	1,000,783	828,986	0	0	0	0	43.5	47.7
American Airlines, Inc.	33,781,217	24,839,902	1,220,660	690,567	653,454,813	406,004,126	7,955.0	9,017.5
Braniff Airways, Inc.	6,207,471	4,285,696	274,426	170,841	113,678,082	75,895,140	910.3	637.8
Caribbean-Atlantic Airlines, Inc.	192,687	143,583	26,414	14,521	1,574,844	923,832	52.9	87.5
Chicago & Southern Air Lines, Inc.	4,488,620	2,622,641	190,332	95,467	76,782,173	41,940,923	615.9	535.8
Colonial Airlines, Inc.	1,684,362	1,059,383	82,844	44,890	24,674,727	13,453,694	100.0	67.0
Continental Air Lines, Inc.	3,020,457	1,854,523	114,519	61,773	42,172,646	23,439,003	131.3	138.5
Delta Air Lines, Inc.	5,878,977	3,084,022	266,502	142,315	111,342,752	55,086,195	519.0	395.2
Eastern Air Lines, Inc.	13,973,967	13,973,967	468,517	468,517	235,729,173	235,729,173	2,504.5	2,504.5
Hawaiian Air Lines, Ltd.	975,759	631,410	131,049	81,277	18,670,176	11,612,585	1,378.9	1,906.9
Inland Air Lines, Inc.	963,512	913,403	44,822	32,820	12,397,782	9,721,780	39.8	31.6
Mid-Continent Airlines, Inc.	2,828,740	1,540,649	137,840	69,657	41,928,677	18,259,997	202.4	119.4
National Airlines, Inc.	4,948,163	3,220,493	161,314	85,565	89,610,229	39,163,222	226.4	164.3
Northeast Airlines, Inc.	2,056,442	977,708	207,966	72,186	42,271,899	15,291,377	205.4	108.8
Pennsylvania-Central Airlines Corp.	9,889,424	5,938,737	317,526	163,629	195,089,271	101,982,840	982.7	929.0
Pioneer Air Lines, Inc.	9,780,424	5,493,122	710,428	383,026	203,855,140	89,908,725	2,558.0	2,479.6
Transcontinental & Western Air, Inc.	540,468	977,708	9,811	295,588	2,876,723	270,429,810	8.7	5,645.6
United Air Lines, Inc.	25,323,862	16,777,199	545,157	384,021	565,979,261	305,565,883	4,550.4	3,809.6
Western Air Lines, Inc.	30,407,608	2,758,162	246,786	117,191	95,697,994	49,018,225	663.6	416.5
Total	111,461,454	111,461,454	3,373,851	3,373,851	1,763,426,528	1,763,426,528	29,042.8	29,042.8
Index (1945=100)	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Operator	Ton miles flown				Passenger seat-miles flown January-July		Revenue passenger load factor (percent) January-July	
	Express January-July		Freight* January-July		January-July		January-July	
	1946	1945	1946	1945	1946	1945	1946	1945
All American Aviation, Inc.	5,593	7,509	0	0	0	0	—	—
American Airlines, Inc.	2,280,813	4,138,635	2,077,646	116,306	761,889,209	451,389,281	85.77	89.95
Braniff Airways, Inc.	280,542	311,096	94,245	0	133,448,985	85,372,354	85.18	88.90
Caribbean-Atlantic Airlines, Inc.	2,462	6,474	1,325	832	3,165,463	1,574,165	49.75	58.69
Chicago & Southern Air Lines, Inc.	228,186	222,074	0	0	100,837,058	54,197,239	76.14	77.39
Colonial Airlines, Inc.	29,884	19,325	0	0	34,147,776	17,896,598	72.26	75.17
Continental Air Lines, Inc.	35,238	61,139	17,186	0	62,868,311	29,772,294	65.49	78.73
Delta Air Lines, Inc.	250,931	147,287	21,501	0	145,714,564	64,031,019	76.41	86.03
Eastern Air Lines, Inc.	1,429,239	1,429,239	0	0	270,517,489	270,517,489	87.14	87.14
Hawaiian Air Lines, Ltd.	61,989	271,781	178,726	19,393	20,716,101	12,280,248	90.12	94.49
Inland Air Lines, Inc.	9,363	6,663	216	0	19,954,182	13,576,867	62.13	71.61
Mid-Continent Airlines, Inc.	71,991	34,376	0	0	55,038,715	25,733,641	76.18	70.96
National Airlines, Inc.	132,438	82,196	0	0	108,367,382	43,264,687	82.69	90.52
Northeast Airlines, Inc.	36,063	20,052	0	0	58,524,342	22,092,155	72.23	69.22
Northwest Airlines, Inc.	554,857	505,485	608	0	222,163,413	116,817,404	87.81	87.30
Pennsylvania-Central Airlines Corp.	583,977	525,220	608	0	268,671,111	112,822,859	75.88	79.69
Pioneer Air Lines, Inc.	2,187,421	2,851,461	1,044,699	1,617	549,316,292	298,638,191	59.14	90.55
Transcontinental & Western Air, Inc.	2,542,994	2,935,016	1,478,706	0	654,438,432	319,095,124	86.48	95.76
United Air Lines, Inc.	184,916	178,672	56,366	0	120,903,240	56,423,490	79.15	86.88
Total	13,753,690	13,753,690	138,148	138,148	1,995,504,114	1,995,504,114	88.37	88.37
Index (1945=100)	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

	January	February	March	April	May	June	July	Total
Passengers carried (undup.) total revenue and non-revenue	661,480	667,376	828,276	953,000	1,032,212	1,173,609		
Passenger-miles flown (total revenue and non-revenue)	336,897,337	337,356,042	413,367,422	469,363,128	521,643,616	573,185,511		

* Express and freight ton-miles combined under express prior to July, 1945.
NOTE.—Effective January 1, 1946 all revenue traffic statistics are reported to the CAB on the basis of direct airport-to-airport distances. For purposes of comparability, those traffic statistics reported prior to that date on the basis of course-flown distances have been converted to reflect direct airport-to-airport distances.

Regulations

(Continued from page 121)

not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945.

41.2721 All airplanes—one engine inoperative. Airplanes shall be dispatched only at such take-off weights that in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with one engine inoperative (as set forth in the airplane operating manual), shall be, in feet per minute, $0.02V_{so}^2$ for airplanes having maximum take-off weights up to 40,000 pounds, increasing linearly to $0.04V_{so}^2$ at 60,000 pounds, and $0.04V_{so}^2$ for maximum take-off weights above 60,000 pounds at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that for airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945, the above rate-of-climb value may be $0.02V_{so}^2$ irrespective of maximum take-off weight.

41.2722 Airplanes with four or more engines—two engines inoperative. If from any point along the track flown, more than 90 minutes at "all engines operating" cruising speed is required to reach an available landing area where the provisions of § 41.273 as modified by § 41.2730 can be met at the airplane weight estimated to exist upon arrival there, an air-

craft with four or more engines shall not be dispatched over such track unless its weight is such as to permit a rate-of-climb with two engines inoperative (as set forth in the airplane operating manual), in feet per minute, of $0.01V_{so}^2$ at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles on either side of the intended track to the landing area; or at 5,000 feet whichever is higher, except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945. This specified rate-of-climb shall correspond to the airplane's weight attained at the moment of failure of the second engine (assumed to occur 90 minutes from time of departure), or to the weight which may be attained by dumping fuel at the moment of failure of the second engine, provided that sufficient fuel is retained aboard the airplane to reach a point 1,000 feet directly above the landing area.

41.2723 Special air navigation facilities. Where special air navigation facilities provide for reliable and accurate identification of high ground or obstruction extending for less than 20 miles along the track, the lateral distance of 10 miles specified in § 41.2720 through § 41.2722 may be reduced to 5 miles.

5. By amending § 41.273 Landing distance limitations, as follows: (a) Delete "04.7533-T" from paragraph (a), and insert in lieu thereof "04.124 (in the Regulations issued on or after November 9, 1945), or § 04.7533-T (in the Regulations issued prior to November 9, 1945)".

* This amendment was issued originally as 41-2 and amended Part 41 which was effective September 1, 1945.

Amdt. 42-1.....Effective July 30, 1946

Exemptions—§ 42.45 of the Civil Air Regulations is amended by striking August 1, 1946, respecting the filing of an application for an air carrier operating certificate, and inserting in lieu thereof September 15, 1946, to read as follows:

42.45 Exemptions. An air carrier engaged in nonscheduled air carrier operations on or before August 1, 1946, may continue to engage in such nonscheduled air carrier operations without an air carrier operating certificate until such time as the Administrator shall pass upon the application for such certificate if prior to September 15, 1946, he has filed with the Administrator an application for such certificate.

Reg. 371.....Effective July 26, 1946

Temporary Exemption of Nonscheduled Operations from Certain Provisions of Title IV of the Civil Aeronautics Act of 1938, as Amended—Amendment No. 3 of Section 292.1 of the Economic Regulations—The first paragraph of subsection (d) of section 292.1 of the Economic Regulations, as amended, is hereby amended to read as follows:

(d) **Reports required.**—Every air carrier undertaking to engage solely in nonscheduled operations shall, within 30 days after the commencement of such operations (or if such air carrier is already engaging in such operations on the effective date of this section, then on or before September 3, 1946) file with the Secretary of the Board a statement under oath setting forth the following information.

Education Experts Prepare For Work In 7 CAA Regions

Aviation Education Specialists of the Civil Aeronautics Administration, having completed an indoctrination course in Washington, now are in service in the seven continental regions.

This is another step in the decentralization of the CAA's activities, bringing its essential services closer to the people in all parts of the country.

Will Serve in Field—These men, who serve as Assistants to the Regional Administrators in the field of aviation training, are available for consultation by educators, and by those who give all kinds of aviation training. In the regions, they will parallel the functions of the Assistant Administrator for Aviation Training in Washington.

The two weeks course in Washington ended in August. Those attending and the Regions in which they are at work, are: John C. Koch, Number 1, New York; John E. Sims, Number 2, Atlanta; Horace S. Gilbert, Number 3, Chicago; James F. Reed, Number 4, Fort Worth; John W. Patterson, Number 5, Kansas City; William O. Johnson, Number 6, Santa Monica; and Roscoe B. Bancroft, Number 7, Seattle. The course was supervised by Howard W. Sinclair, Director of Aviation Training Staff and the "Faculty" consisted of Harold E. Mehrens, Chief, Aviation Education Division; James V. Bernardo, and Frederick B. Tuttle, Educationists attached to the Washington Office; Joseph A. Silver, Lee Voges, Harry Zeritzky, Jess Green and John S. Parker, Jr., all of the Washington Office.

All Experienced in Aviation—Each of the regional men has had experience in educational work. Each also is experienced in aviation. Their work in the regions will extend from the kindergarten in public schools up through the whole educational system, and on the technical aviation side, from work with boy model builders to consultation on the flight training of veterans under the G. I. Bill of Rights.

5-Cent Airmail Rate For Military Abroad Represents Big Cut

An airmail postage rate of 5 cents an ounce between all United States territory and members of the armed forces abroad will become effective Oct. 1, under a regulation issued by Postmaster General Robert E. Hannegan. The existing rate is 6 cents a half-ounce.

Savings Under New Rate—The new domestic rate, also effective Oct. 1, makes 5-cent air mail postage applicable to all United States territory wherever located and involves reductions from rates now ranging as high as 90 cents an ounce.

With members of the United States armed forces stationed in all parts of the world, the Post Office Department, on Dec. 23, 1941, established a rate of 6 cents a half-ounce for air mail to or from the armed forces. Such mail otherwise would have been subject to much higher foreign air mail rates.

The bill treats all air mail destined to United States territory as domestic air mail. Mr. Hannegan's regulation extends this principle to members of the United States armed forces regardless of where they are located. The regulation also covers civilian personnel authorized to receive mail through Army or Navy post offices.

Regional Education Officers and CAA "Faculty"



Aviation education specialists now on duty in CAA regions are shown with Washington CAA officials in recent indoctrination session. Left of table: John E. Sims, James F. Reed, John W. Patterson. Head of table: Frederick B. Tuttle, Washington Office Educationist; Harold E. Mehrens, Chief, Aviation Education Division; Howard W. Sinclair, Director of Aviation Training Staff; James V. Bernardo, Washington Office Educationist. Right of table: William O. Johnson, Horace S. Gilbert, John C. Koch, Roscoe B. Bancroft and Joseph A. Silver, Washington Office Educationist.

Flying Farmers Are Finding New Uses For Small Planes, CAA Survey Shows

Ingenuity of American fliers, especially flying farmers, continues to produce new uses for the small airplane.

A roundup of information on the uses to which such planes are being put was completed recently by CAA Personal Flying Representatives in their seven regions.

Wings for Farmers—Rural use of the airplane, particularly in areas where farms or ranches are of great size, is growing, and gives promise of running close to commercial crop-dusting and spraying in volume.

On very large ranches an airplane can replace many a rider on a pony. Some such ranches use windmills to pump water for stock, and a certain amount of observation and maintenance is necessary to keep them in operation. Many have irrigation ditches and fences that run for miles and which need patrolling.

Hunting Coyotes by Air—The airplane also takes a more aggressive part in the operation and protection of large farms and ranches. Hunting down and shooting coyotes from the air is now a favorite and profitable sport, or business, of those ranchers who own their own planes. The coyote usually tries to run into the shadows of the speeding plane, and he becomes easy prey to the buckshot of the rancher sitting behind or beside the pilot. Main difficulty is in landing near enough to the carcass to obtain the skin for later sale, or evidence on which a bounty will be paid.

Some ranchers herd wild horses with low flying planes; locate lost cattle on huge ranges; and assist cowboys in roundups by using the plane as a cow pony.

This is in addition to the already-established business of spraying and dusting crops from the air, a job not recommended by the CAA for the average farmer-owner, because it requires considerable pilot skill and involves hazardous flying. This dusting now is standard practice at many large groves of citrus

fruit, cotton fields, orchards and truck farms. Many crops now are being planted from the air, including rice, wheat, barley, clover, alfalfa, oats, and grass on grazing land.

Airplane Becomes Farm Implement—It is estimated that a third more farmers are buying airplanes than city dwellers, in proportion to the percentage of the population that each group represents. CAA observers find the farmer is using his airplane for all kinds of errands. For some rural owners, it has become a farming tool like the automobile and telephone. The flying farmer and rancher transports himself and his products by air and speeds up his business.

More unusual uses of the airplane in rural areas include spreading of fertilizer, the spraying of soil with oil solutions, and the stocking of streams and lakes with fish.

The ingenuity of young Americans returned from the global air war is accounting for many new uses of the airplane in commercial and industrial life. In addition to the standard businesses of pilot instruction, charger operation, aerial photography and aerial advertising, planes are now being used in mortuary services. Operators find that they can compete advantageously with railroads since they do not require that anyone accompany the body. The transportation of fire fighters to areas where they can head off forest fires soon may be supplemented by the dropping of extinguishing chemicals from airplanes. More and more companies are contracting with aircraft operators to patrol their pipe, power and telephone lines, and to rush repairmen to the scene of breaks.

Availability of surplus planes at low cost has persuaded many firms to use air transportation for their executives in company-owned planes. Emergencies, such as floods, earthquakes and epidemics, still bring about the need for airplanes, and searches for lost persons and lost aircraft account for their portion of the day's flying.

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